THE LITERARY DIGEST

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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

BRIGHT BUSINESS SKIES UNDARKENED BY POLITICS

IT SO HAPPENS that just as the campaign opens in real earnest with the candidates' acceptance speeches, all our authorities on business and finance are studying the statistical records for the first half of 1928, and making up their minds about the months yet to come. Summing up their conclusions, it is apparent that the business and industries skies are bright, and the financial weather prophets can see nothing in the campaign or the election seriously to threaten the prospect of continued fair weather. As one writer puts it, "politics may cause the radio broadcasting stations to work overtime this summer and fall, but agitation of the ether with millions of words of oratory is not going to slow down the wheels of commerce and industry, judging from business indicators at present." This, remarks a financial journal, *The Boston News Bureau*, "is a campaign year supposed to be business-disturbing; denial of national prosperity is exprest in some quarters; there is said to be agrarian discontent born of poverty." But "convincing contradiction," we are told, is offered by the figures showing the increased sales for the first half of this year over the same period of 1927, for the mail-order and chain-store companies which do business all over the country. "The year 1928 promises to bury the old superstition that campaign years are bad for business, beneath the greatest volume of corporation profits in the history of the country," says a Washington correspondent for the Scripps-Howard newspapers, having reference to the semi-annual statements of many large corporations showing 1928 earnings running ahead of those for 1927. There is nothing local in this feeling of confidence as we note affirmations of continued prosperity in New York, Washington, Nashville, Des Moines, Chicago, Minneapolis, and Tacoma papers. "The pessimism of last winter regarding the country's industrial and mercantile conditions was wholly unjustified, and short of some spasmodic happening, due in no wise to the political campaign, the 'Presidential year' of 1928 will pass without a recession in trade or an appreciable slowing up of business activity," so the Washington *Star* predicts.

That politics will play little part in the business record of the year is frequently asserted, and the reasons for the assertion will be quoted a little farther on, but let us first note some of the concrete facts upon which midsummer optimism is based. For the optimist, we read in the current bulletin of the largest bank in the country, "now has distinctly the better of the argument as to whether 1928 is to show improvement over 1927, or the reverse." Quoting further from this statement by the National City Bank of New York:

"HE SHALL NOT PASS!"
—Warren in the Cleveland *News*.

"The last quarter of 1927 showed a let-down of activity which caused misgivings about the new year, but the first quarter of 1928 showed recovery, the second quarter gave increased confidence, and the beginning of the third quarter has established a general belief that the year's record will surpass that of 1927.

"Retail trade has improved with the advent of more seasonable weather than that of the spring months or June. The crop situation as a whole is good, with the prices of most agricultural products better than last year; the iron and steel industry is having the greatest year in its history, which is significant of general industrial activity. The employment situation is better than a year ago, and the national income is higher. The country is holding its own in foreign trade, and altho it has lost approximately $600,000,000 in gold during the past year, the financial situation is essentially sound. Interest rates are higher, but this is to be regarded as a wholesome development, the effect of which will be to curb the tendency to undesirable credit expansion."

"The Commerce Year Book for 1928," recently issued by the Department of Commerce, notes a revival in business from the slight depression in 1927. Basing his statements on facts contained in this Government publication, Dexter M. Keezer writes from Washington to the Scripps-Howard papers:

"During the first half of last year the high profit level of 1926 was maintained, and with profits for the first half of this year, thus far reported, running far ahead of the first six months of 1927, an all-time record is in prospect.

"Of the semi-annual statements of profits in industrial corporations thus far reported, those of the automobile industry show the largest gain over the 1927 period, with an increase of approximately 20 per cent. For a large and representative group of

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industrial corporations the average increase in profits over last year is above 10 per cent.

"Profits of a limited number of public utilities thus far reported indicate an increase of approximately 6 per cent. over the high levels of last year.

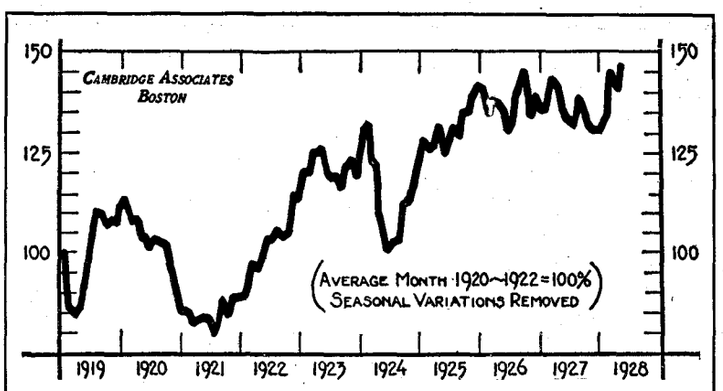
"The steel industry, with profits for the first half of this year about the same as last year, is reported to have an excellent outlook for the coming months.

"While some industries—notably the disorganized soft-coal industry—are making virtually no profits, the extent of such business misfortune is not wide.

"In view of the continuance of a substantial volume of unemployment, observers have exprest surprize over the high level of profits being reported.

"The most generally accepted explanation is that industry is continuing at a rapid rate the process of cutting costs by improving efficiency, and that prices of industrial products are either remaining steady or rising slightly.

"This paves the way to profits. It is also held accountable for much of the present unemployment, men being squeezed out of jobs by improvements in mechanical efficiency."



MORE BUSINESS BEING DONE THAN EVER BEFORE

The curve shown is an index of business by volume (prepared by the Cambridge Associates), composed of such important factors as freight-car loadings, electric-power production, retail trade, construction and industrial production in several leading lines. The actual figures are adjusted to accord with the relative significance of the various factors and to allow for the seasonal fluctuations. It will be noted that the index at the middle of 1928 is higher than at the peak in 1926.

Joining in the chorus, the Federal Reserve Board, the Department of Agriculture, and the Department of Labor report steady business conditions as the second half of the year opens. The aggregate volume of business now being done has reached a record height, according to the Cambridge Associates, whose chart, showing this peak is reproduced on this page. The same statistical organization notes that the total of industrial production so far this year, while it has not attained the peaks reached in 1926 and 1927, is nevertheless exceptionally large. This performance, we are told, "has been the result of impressive operations in several basic industries and improved activity in other industrial groups":

"The automobile, building, steel and machinery industries, for example, have consistently been bettering their 1927 production results. Farm-implement, fertilizer, mail-order and other companies deriving their business directly from farm demand have been reporting heavier sales in recent months than at any time in the past decade. Other groups which are reported to be in strong position, from the view-point of productive activity, include the cement, chemical, meat-packing, tire and rubber, copper, cigaret, electric power, petroleum refining, building equipment, hardware and paper industries. All in all, the industrial situation is as healthy now as it has been during the summer seasons of recent years, despite sluggishness in several directions, and prospects for fall appear normally good with much depending upon crop results."

Similar details are given in the latest letter sent out by the First National Bank of Bostor

"Aggregate production for the first half of the year was approximately the same as a year ago. The so-called key industries—steel, building, and automobiles—have made an impressive showing, the first two establishing new high marks in production for the first six months of the year, while the automobile industry surpassed all previous corresponding periods with one exception. What is more significant, this high rate of operation was not a mere spurt which has spent its force, but prospects are that these industries will give a good account of themselves for the last half of the year. This is indicated by quite a substantial increase in unfilled orders of the leading steel producer, by a large volume of building permits, and substantial orders for cars and trucks. Because of their predominating position, sustained activity of these industries will be transmitted all along the line.

"Then, too, some of the industries which have been struggling with adverse conditions are staging a come-back. The meat-packing industry is recovering from the depression of 1927, brought about by heavy inventory losses. With the removal of restrictions on crude rubber exports from British plantations, the rubber-tire companies face better times, altho a number of firms were temporarily set back by heavy losses following a sharp break in raw-material prices last spring. In the long run, however, the practical assurance of comparatively low rubber prices should prove beneficial to the industry. With the copper metal selling at the highest level since 1925, reflecting a strong statistical position, earnings of the copper industry are running substantially above 1927. Altho still suffering from surplus stocks and abnormal production facilities, a recent increase in petroleum prices and a sharp reduction of the Seminole pool, have placed the oil industry on a more favorable basis.

"The agricultural outlook is very promising. Weather conditions favor good crops and the price of farm products as a group is well above a year ago. Farm purchasing power in terms of non-agricultural products is the highest since 1920, and this is reflected in heavy sales of mail-order houses and of farm-implement manufacturers.

"Despite the sharp competition in many lines, aggregate industrial earnings of leading companies for the second quarter were well above the first quarter as well as above the corresponding period of 1927. In some industries impressive gains in earnings over a year ago are being reported. So far this year manufacturing output has been about the same as a year ago. But from now on 1928 should make a much better showing than did 1927. Fundamentals are more sound than a year ago."

One of the factors in present business activity is the continuance of something very like a boom in building. As W. S. Cousins writes for the King Features Syndicate:

"Despite the enormous expansion of the building construction industry from 1923 to 1927, each consecutive year registering a new peak in volume production, the current year has gone 'one better,' and comparisons with the last two years show a surprizing expansion both in residence and business structures. Earlier calculations of the necessities of the construction industry apparently went no farther than to consider the making up of lost time, and failed to take note of the enormous increase in personal and family wealth in the meantime, with the logical cultivation of a taste for better and more commodious dwelling-houses and all that that takes with it in the form of furnishings and fixings. The result is that the sustaining power of the building industry, the end of which was calculated by some economists to be in sight as early as the end of 1926, is still an outstanding factor in business progress in this country, and is likely to be for an indefinite period."

Improved conditions in the steel industry are emphasized by many commentators, who still consider steel as one of the best barometers of business conditions in general. The New York *Journal of Commerce* points out that the total output of steel ingots for the first half-year was 24,792,600 gross tons, breaking all previous records for a half-year by about 3½ per cent.—

"Such a record was not forecast as the year started. There was expectation that railroad steel buying as well as the use of steel for structural purposes might be small. And the extent of the demand from the automobile industry was uncertain. While railroad buying has been light, the need of steel for buildings and

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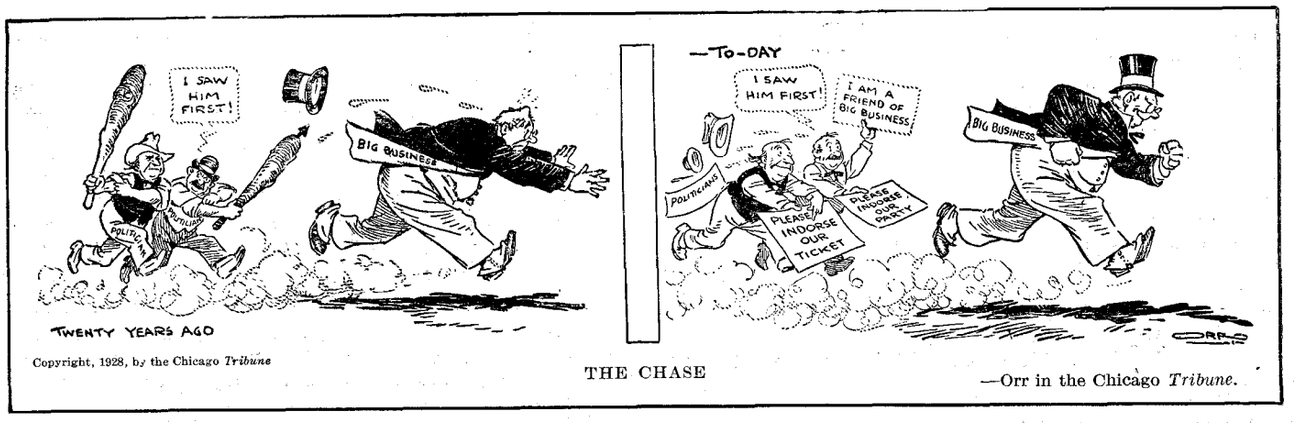

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THE CHASE

—Orr in the Chicago *Tribune*.

for automobiles has been larger than was expected. Important as are these sources of buying, the year's record thus far is splendid testimony to the fact that the use of steel for general purposes has been on a large scale, and that the country's prosperity has been broad."

The improved conditions in steel were largely due to increased activity in the automobile trade, notes a writer in *Barron's Weekly*, for "the first half of 1928 witnessed substantial expansion of automobile output." In fact, the New York *Journal of Commerce* calls attention to new high records for production reported by many automobile companies for the first half-year.

Another reason for belief in our continued prosperity is offered by J. C. Royle of the Consolidated Press. He is convinced that it is due in no small measure to full employment at high wages in practically all industries except textiles and coal:

"The volume of funds being paid out weekly in wages is what is supporting the retail sales of the country. In turn these sales are enabling manufacturers to maintain output at a pace seldom equaled in the history of the nation.

"According to the best informed bankers, the majority of industrial workers spend practically all of their earnings for goods. Unless the demand for these goods, which is determined largely by the level of wage payments, increases fast enough to absorb increased output, a general oversupply is the result. This oversupply causes a sharp decline in prices. At the present time, however, by far the larger balance of the national income is being translated into demand for consumers' goods."

The outlook ahead, according to Glenn Griswold of the Chicago *Journal of Commerce*, "seems to be that business activity in the last half of this year almost certainly will exceed that of last year, and will be quite satisfactory, even tho it be somewhat below the level of the last six months of 1926." Herbert S. Hollander, in his survey for the Ullman Feature Service, states it to be the consensus of business opinion that trade will reach very important levels by early fall. Moody's Investors Service perceives "the advance signs of autumn trade activity":

"The steel trade is beginning to pick up; railroad earnings and traffic are showing more and more definite promise; motor production is holding somewhat better than expected; the oil industry is continuing to improve its position, and retail trade is making larger gains than in the recent past."

So much for trade statistics and estimates. Various business leaders, including the President of the Bethlehem Steel Corporation, have been quoted, it is noted in a letter of the National Park Bank of New York, as saying that "there is no reason to believe that any business slump will occur this year as the consequence of the uncertainties which always attend a Presidential election." Several editors call attention to recent historical sketches showing that elections have less effect on business than is popularly supposed. *The Magazine of Wall Street*, for instance, recently discust a number of such reports, coming to the conclusion that, on general principles, there is no warrant for expecting depression in a Presidential year. Is there any special reason for being fearful in 1928? *The Wall Street Journal*, indeed, does feel that "if Smith is elected, the business of the country will undoubtedly receive a black eye," and "probably the public utilities would be hit first." But negative answers come from a number of writers, who do not see how the campaign can seriously affect the course of business. A characteristic statement appears in the Bulletin of the National City Bank of New York:

"The two leading candidates for President this year are both men who have won the high distinction which has come to them by the capabilities which they have displayed as practical administrators in high executive positions, rather than as orators or champions of distinctive political theories. It is quite possible that if they were to compare their personal views about the administration of the Government, and even upon public policies, free from party responsibilities, no great differences would develop between them, at least upon what are primarily business questions. In brief, there is no issue between the candidates that is likely to make a disturbance in business circles.

"Almost as much may be said of the platforms. The tariff issue has not been as clearly defined in recent campaigns as it was in the Cleveland campaigns. The growth of manufacturing over the country, and particularly in the South, has modified the attitude of the Democratic party, making it less disposed to commit itself to sweeping changes. This year the change of attitude is still more marked."

As matters stand at present, the Chicago *Journal of Commerce* knows of "no distinctive business reason for supporting Governor Smith against Secretary Hoover or *vice versa;* nor is there a distinctive business reason for supporting one party against the other." Similarly, the New York *Journal of Commerce* sees the business situation receding "into the background as a factor in the preelection campaign, with a concomitant withdrawal of related topics concerned with industrial relations." Writing in *The Magazine of Wall Street*, Mr. Theodore N. Knappen discusses the platforms and nominees from the business view-point. He can find no divergences in the general positions or specific platform declarations of the parties which are likely to affect the maintenance of prosperity. The two candidates he finds to be thoroughly businesslike and excellent administrators, "and both, tho from different impulses, have a pronounced leaning toward the direction of the vast expenditures and financial operations of the Federal Government in such a manner as to contribute to the stabilization of business":

"Smith would act from a generous desire to reduce the human misery consequent upon fluctuations in business activity; Hoover because he instinctively abhors an uncontrolled business flood as much as he does a wild river.

"Hoover will be a little better for big business (which, by the way, dislikes him because it has no wonders or mysteries for him and he looks at it level-eyed), and Smith will be a little more inclined to help the business atoms.

"If you, business atom, reading this, think that direct aid will do more for you than the promotion of the business fabric of which you are a part, you will vote for Smith; if you think that strengthening and renovating the structure will mean more for you than a personal helping hand, you will vote for Hoover. And either way, you will not make much of a mistake—from a business point of view. The next Administration need not worry you as a business man or as a business unit or a business atom."

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THE ANGLO-FRENCH NAVAL AGREEMENT

A DEVELOPMENT OF THE FIRST SIGNIFICANCE and, perhaps, of great promise for the cause of disarmament, is seen by a number of American newspapers and their foreign correspondents in the recent announcement of Sir Austen Chamberlain, British Foreign Secretary, that Great Britain and France have reached a tentative agreement on naval limitation that may open the way to a general accord wholly satisfactory to the United States. Altho the details have not been made public, it is said that France has abandoned the stand that she took at the Washington Conference, namely, that in contemplating naval reduction she would take into consideration no figures except those of total tonnage, and has agreed to a limitation of vessels by classes, in accordance with the plan followed in the Washington treaties.

In return for this concession to the British view in the matter of naval armaments, the British are reported to have agreed that trained reservisits shall not be included in the list of France's land armaments. Furthermore, says the Paris correspondent of the Manchester (Eng.) *Guardian*, "it would seem, from leakages in the French press, that the French and British have achieved a new *entente cordiale* of at least equal importance with that of 1914, and perhaps even more far-reaching. It would seem, in fact, as if a pooling of the French and British fleets were again about to take place, somewhat similar to that which existed—altho it was concealed from the British public—before the outbreak of the World War."

In Washington official circles, emphasis is placed on the statement that the Anglo-French plan is not an agreement between France and Great Britain to limit their naval strength, but a plan recommending a basis on which such an agreement might be reached. Probably the most important phase of the tentative accord is that, for the first time, France now agrees to consider seriously limitation of auxiliary craft, and particularly submarines. As the Baltimore *Sun* remarks:

"Two points appear in the discussion of the understanding between the British and the French on naval limitation.

"The first is that the understanding does not effect any kind of limitation, but seems to settle the dispute between the two countries, which has lasted for the better part of a decade, as to the principle upon which limitation shall be approached. The French agree, in general, to the British thesis that limitation should be by categories—that is, limitation should be effected as to capital ships as a class, as to cruisers and destroyers as a class, and as to submarines as a class. The French had always insisted that a total tonnage should be determined and each nation left free to build whatever kinds of ships it desired. The French shift of base should make it possible, when disarmament parleys are resumed in Geneva, for the two nations to talk about specific limits, instead of to debate interminably over opposing theories of limitation.

"Instantly arises, of course, the question whether the United States is now confronted with an Anglo-French combination that may be embarrassing. Until there has been careful analysis of the British note, a definite answer can not be made. But the probabilities seem to be against embarrassment. The United States has stood with Britain against France and other continental Powers for limitation by categories. Thus, the Anglo-French agreement, on its face, appears to be favorable to our own position with respect to the fundamental issue.

"The second important point in the discussion of the agreement does not have to do with limitation of armaments. It has to do with the question whether, in reaching this agreement, the British and French have, in effect, renewed the old *entente*, and in such form that it virtually amounts to an alliance. Paris has suggested as much in cables, and in the columns of its own papers. There has been talk of a bargain which involved an understanding as to reservations on the Kellogg treaty to outlaw war, and also a British concession of freedom for the French in land armaments in return for the French concession in naval affairs; with the whole looking toward a united front against Germany or any other Power, say, Italy, that might prove dangerous to either of the partners. It would be well to await further information and discussion before this talk is accepted."

In the opinion of P. W. Wilson, an authority on European politics, "Britain and France are acting together in what must be regarded as an alliance, and any Anglo-French alliance of navies from which Italy is excluded will naturally be regarded by the Mediterranean Power as directed, in effect, against her. As a condition accompanying the limitation of naval armaments, France would concentrate her fleets in the Mediterranean and Britain would concentrate hers in the North Sea and the Channel. Also, Britain would guarantee the northern coasts of France against attack by sea, while France would guarantee the Channel ports from attack by land." Continues Mr. Wilson, in a New York *Times* résumé of the situation that has developed since Sir Austen Chamberlain made his pronouncement:

"France has insisted hitherto upon the globular method, as it is called, of estimating the strength of a navy. In any comparative schedule affecting known and other fleets, she would take into the reckoning no statistic except total tonnage. She would say that 35,000 tons is 35,000 tons. If Britain likes to build one battle-ship of that displacement, so be it. But that is no reason why France, on her side, should not build thirty-five submarines, each displacing a thousand tons.

"It is easy to appreciate the reasons underlying this Gallic logic. France does not depend on a battle fleet. But she is acutely conscious that submarines may exercise enormous influence over the commerce, and even the food supply of a crowded island like Great Britain. She is also anxious to have cruisers able to safeguard her communications with Africa when she has recruited a large native army.

"Great Britain, on the other hand, has no use for submarines. She regards them as essentially weapons of offense; and at Washington, in 1921, she proposed their total abolition—to which proposal France declined to agree. Britain insists, then, that a schedule of comparative navies shall be analyzed into classes of vessels—battle-ships, cruisers, submarines, and so on; and that class shall be matched against class.

"The United States and Japan have agreed with the British and disagreed with the French method of calculation. It is thus held to be a gain for the cause of peace that France should have now accepted the prevailing verdict of naval experts. She agrees to analyze her Navy. Further, she agrees that submarines above 600 tons shall be limited.

"With regard to cruisers there is, however, this to be said. Both Britain and France, with their easily available coaling stations, want cruisers of a smaller tonnage than that which is desired by the Navy Department at Washington.

"It can not be claimed, then, that the naval difficulties which proved so formidable this year at Geneva have been as yet disentangled. What can be asserted is that the United States has received what is tantamount to an invitation to renew the discussions, and that the invitation comes from two European Powers which, hitherto, have worked against one another."

The Anglo-French accord is now to be submitted to the other Powers which participated in the three-Power conference at Geneva. It may then be handed over to the Preparatory Disarmament Commission of the League of Nations for further scrutiny. In the opinion of the Providence *Journal*, the Chamberlain announcement is the most important development in international naval affairs since the Geneva Conference:

"There can be no doubt that the reconciliation of the conflicting British and French points of view will go far toward promoting the success of a future international naval limitation conference. For if France has made concessions on the long-standing issue of the proper method of computing naval strength, it is reasonable to believe that Italy will go as far as France in compromising with Great Britain. It would not be surprizing, therefore, if another Geneva conference is called, to see representatives of the United States, Great Britain, Japan, France, and Italy sitting down together, instead of merely those from the first three of these nations. That in itself would be a distinct step forward in the direction of the goal of naval limitation.

"What must be avoided, above all things, is that lack of preparation which did so much to cause the failure of the tripartite conference at Geneva. The bulk of the work of accomplishing the admittedly common object of all five nations—and indeed of lesser naval nations as well—must be done through the

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CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What is "bootleg" money? (p. 60).
2. What percentage of Sing Sing's population served in the World War? (p. 29).
3. What is diparaxylylguanidine? (p. 14).
4. What is Herbert Hoover's favorite recreation? (p. 14).
5. By what percentage has Hawaii's pineapple crop been increased by the practise of "farming under paper"? (p. 19).
6. What American ace in the war was known as "the Balloon Buster"? (p. 46).
7. What is the monthly output of translations into Braille? (p. 30).
8. Why is a record vote expected this year? (p. 11).
9. What is "intrasauce"? (p. 20).
10. What two breathless travelers have beaten the moon's time around the earth? (p. 55).
11. What is the political policy of the American Federation of Labor? (p. 65).
12. What is Alfred E. Smith's favorite hot-weather sport? (p. 14).
13. On what occasion was the late Czar Nicholas found lying flat on his face on the floor, badly frightened? (p. 37).
14. Is there any physical stigma peculiar to the criminal? (p. 28).
15. Why has Russian art recovered from its extreme devotion to futurism? (p. 24).
16. Does water with meals diminish activity of the gastric juice? (p. 21).
17. Who invented the "Televox"? (p. 20).
18. Where did the *Chris Greene* race the *Betsy Ann* for a pair of gilt antlers? (p. 40).
19. How many arrests for felonies were made in New York City in 1925? (p. 28).
20. Who wrote the verse beginning "No funeral gloom, my dears, when I am gone"? (p. 24).
21. Which teeth are most subject to decay? (p. 22).
22. What famous circumnavigator took three years to girdle the globe? (p. 56).
23. What is "fabricated" lumber? (p. 23).
24. What two professions have claimed the majority of the American Rhodes Scholars? (p. 25).
25. What is the only crop that shows a decreased rather than an increased yield when grown under paper? (p. 19).

various foreign offices before any delegates are chosen. There is a universal desire to lessen the burden of maintaining adequate naval strength. The accomplishment of that desire awaits the proposal of a suitable method of reduction. Great Britain and France are to be congratulated on making some further contribution to the common endeavor to discover a universally acceptable method."

Altho the note which Sir Austen sent to the United States, Japan, and Italy apprizing them of the Anglo-French agreement has not been published, "the very fact that some understanding has been reached is a happy augury for the disarmament conferences of the future," thinks the New York *Evening Post*. This is the conclusion reached by a number of other dailies, including the Philadelphia *Public Ledger*, Brooklyn *Eagle*, Nashville *Tennessean*, and Baltimore *Sun*. To the Baltimore paper, "the announcement shows that the pressure for disarmament is still effective on governments," and the Tennessee daily believes that "if England and France can compose their radical differences, then it ought not to be a difficult matter for the other Powers to come to an agreement upon the limitation of armaments."

There is, on the other hand, considerable editorial skepticism of the Chamberlain note, and the admission that, as the Manchester *Union* puts it, "no settled judgment can be reached until further light is obtained." As this paper explains:

"The attitude of the United States on the cruiser question at Geneva last year was in sharp contrast with the British position. Great Britain favored the limitation of 10,000-ton cruisers armed with eight-inch guns, but insisted on building many smaller-type cruisers armed with six-inch guns. This demand was plainly favorable to the British system of naval bases, and distinctly detrimental to the American system, with its few naval stations. The 10,000-ton cruiser is not essential for the protection of British trade routes. The frequency of naval bases makes it possible for Great Britain to operate smaller ships with a restricted cruising radius, that could not be employed with advantage by the United States. Great Britain offered to set a gross tonnage for cruisers within which any country could build, but it was immediately apparent that such a provision would place the United States at a disadvantage unless parity could be achieved regarding the size of cruisers. This was the rock on which the Geneva conference was wrecked, and unless the Anglo-French agreement has pointed out some way of breaking this deadlock, it is irrelevant, as a means of compromise, from the American point of view.

"It was hoped, when the announcement of the agreement was first made, that France and Great Britain had reached an understanding on the submarine question that would enable Great Britain to modify her position regarding cruisers. It was felt that if Great Britain has persuaded France to limit her submarine program, this action might materially affect the former's cruiser policy. But if, as now seems probable, France has simply joined Great Britain in urging the British position on the Preparatory Commission at Geneva, the agreement has a purely European significance. America's plan of naval limitation has been clearly stated. This plan is vital to our safety, and while the Government at Washington will not hold aloof from any effort after the restriction of armaments and the removal of competition in arms, it must be understood that on certain principles which we consider essential to our national well-being we must remain inflexible."

"The reported Anglo-French compromise," agrees the Norfolk *Virginian-Pilot*, "would seem to be a matter that concerns Europe alone." To this paper:

"It represents an adjustment of what appears to be a more or less localized controversy between France and England, arising partly out of France's fear of the British Navy and its determination to retain the fullest freedom in the development of the submarine as a protective device, and partly out of England's fear of the French submarine and the French Army with its rapidly expanding air forces. But this more or less localized controversy may be said to have exercised a powerful influence on British naval policy, both at Washington and at Geneva. With France refusing to make concessions in the matter of the submarine, and building up a large military air force at the same time, England found it more difficult to agree to proposals for naval limitation in general than would otherwise have been the case.

"The Franco-British naval compromise is not, however, without possible drawbacks. France and England arrived at their understanding without consulting Italy, which, as one of the chief Mediterranean Powers, is interested in whatever military or naval policies France may pursue. The Italian reaction to the Franco-British compromise on armaments remains to be disclosed. Until it is made completely clear, it can not be said that the way has been cleared for a solution of the problems of naval limitation likely to arise during the next few years. As for the matter of limiting land armaments, that remains as always a most difficult question in answering which not only France, England, and Italy must have a voice, but also Germany, Russia, and, probably, Japan. The prospect in this quarter is not yet either clear or promising."

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TO STANDARDIZE OUR TRAFFIC CODES

IN AN EFFORT TO BRING ORDER out of the traffic chaos throughout the United States, the National Conference on Street and Highway Safety has drafted a model ordinance for traffic regulation which it hopes will be acceptable to our cities, large and small. The ordinance, which aims to end the confusion and lessen the number of accidents that result from the multiplicity of traffic rules, regulations, and signals now prevailing throughout this country, is a companion measure to the uniform State motor-vehicle code, which has been adopted by ten commonwealths. With such organizations as the American Automobile Association and the National Safety Council represented at the Washington conference last month; with the ordinances and regulations from a hundred cities before them, the Committee on Municipal Traffic Ordinances and Regulations of the Conference endeavored to draft an ordinance that will serve as a guide for some three thousand municipalities and pave the way for the establishment of a uniform traffic system throughout the United States; that will safeguard the pedestrian as well as the motorist. In the opinion of the Fargo *Forum:*

"The importance of such uniform regulations is obvious to any one. Many of the sections in the model ordinance already are in force in most cities, but there is a wide diversity in their application, caused by peculiarly local conditions in many cases. These local conditions will always obtain, of course, but for the most part they can be met by a uniform regulation. Such action would make for more efficient traffic control, for the requirements and regulations would be the same everywhere."

According to the Atlanta *Journal:*

"The tentative model ordinance provides that the overtaking car may pass either to the right or left of the vehicle overtaken. Such a practise is fraught with great danger altho it expedites the flow of traffic.

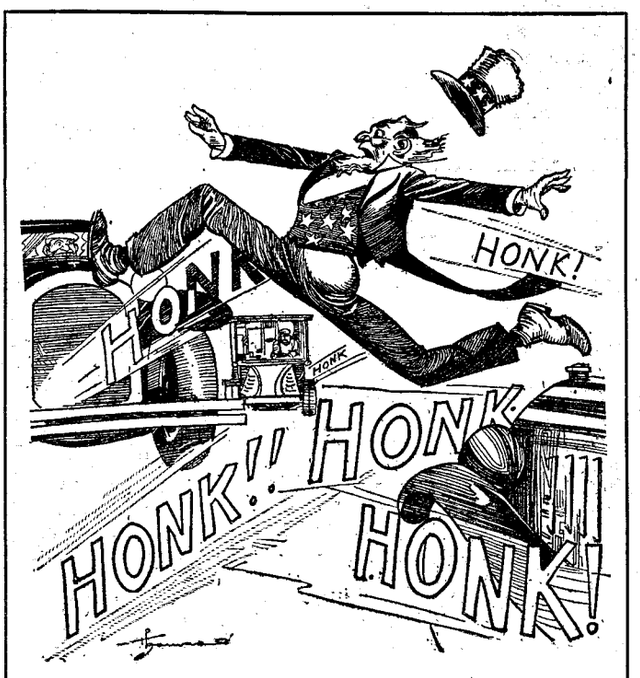
"The model ordinance proposes that the pedestrian shall have legal protection at crosswalks, but provides that he yield the right of way to vehicular traffic elsewhere on the highways. The soundness of this provision will be accepted without debate.

"Of course, neither the recommendations of the National Conference on Street and Highway Safety nor the model municipal ordinance it drafted are likely to be accepted in whole by all of the American cities, for traffic problems in various cities vary, and what may suit in one locality would be ineffective in another. There is no denying, however, that the conference, which was organized by Secretary Hoover some years ago, is performing a helpful public service, if only its work stimulates interest in a sound and satisfactory solution of the traffic problem."

We mention but two of the proposed rulings. But, points out the Seattle *Times*, "the model ordinance anticipates every situation or exigency that may be expected in the course of pedestrian, automobile, street-car, or steam-railroad traffic in any municipality." And now, says the South Bend *Tribune:*

"This ordinance will be presented to Herbert Hoover, chairman of the conference. If he finds it satisfactory, it will be submitted to city councils over the nation.

"The conference hardly expects uniformity of public opinion on this model ordinance. Its provisions will be picked to pieces by some with praise and denunciation voiced freely. But the most important thing is that the conference is trying to standardize traffic-control practises, a development which must come some time and might just as well come now."



WHY SHOULDN'T WE LEAD THE WORLD IN THE BROAD JUMP?

—Thomas in the Detroit *News.*

As the Charlotte *Observer* sees the present situation:

"Too many automobile drivers feel that it is up to the pedestrian to get out of their way by whatever means available, whether it be a hop, skip, or jump. And too many pedestrians poke along across streets. Both are drastically out of kilter.

"Since the letter of the law has been rather loose in such cases, they have gotten away with it, but if the conference can get strict laws adopted in their model traffic regulations to cover the subject, they will have done a good job.

"Courtesy cannot be enforced by law; it has to be taught. But a touch of law will help lots of people remember their manners."

Standard signs for State roads have been worked out, observes the Chicago *Journal of Commerce:*

"Illinois, Wisconsin, Indiana and other States are using the standard signs on the State roads. In addition, various cities are using the same signs on their main streets. But there are certain city necessities which the standard signs do not meet. There are plenty of signs telling the motorist what to do, but their shape, color, wording, and location are so various that he is often misled.

"In addition there has been the nuisance of private advertising on traffic signs, and still worse are the signs which at first purport to be traffic signs, but are private advertising and nothing else. The irritation of this sort of thing has been somewhat abated by the fact that most motorists have learned the knack of recognizing them instantly for what they are. But this recognition naturally brings perils of its own, for sometimes the recognition may be false, and the quick-minded motorist may have mistaken a serious, public traffic sign for a trick advertising sign.

"Now that the standard traffic signs are coming into use on State roads in most of the States, the nuisance of the private advertising sign is having less effect, and the motorist's general confusion with respect to the significance of traffic signs is being cleared up. The same condition will be brought about in cities when the national committee at present at work finishes its labors."

The problem of a standardized traffic code is becoming more and more acute, explains the Cleveland *Plain Dealer*, "with the increasing popularity of motor transportation and the increasing tendency of Americans to travel long distances in their own cars." There is also the suburbanite to be considered, declares the Nashville *Tennesseean:*

"The great growth of suburban life has been very largely due to the increased use of the automobile. In the old days, if a man lived six or eight miles in the country he was practically out of touch with the town. Then came the automobile. The automobile, and the good roads which it necessitated, made it possible to live in the country and work in the city; and many thousands of people promptly embraced the opportunity thus opened. But the roads around the more populous centers have not kept pace with the home building on the outskirts of the cities, and getting into and out of towns is becoming an increasingly serious problem. Unless something is done to facilitate the movement of traffic on the highways, the trend in the direction of suburban life will be checked."

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WHY A RECORD VOTE IS EXPECTED

A RECORD-BREAKING POPULAR VOTE is the only safe forecast in which Washington correspondents, who serve as political prophets of the press, agree at this "baffling" stage of the Presidential campaign. More women will vote than ever before, we are told, and more men are likely to vote, since both parties this year will have funds to spend in actually getting out the vote. Similar predictions occur in the editorial columns of numerous papers, and various reasons why such a result may be expected are brought to mind. Typical is the following paragraph in the New York *Times:*

"The personalities of the candidates and the increase in the area of debatable territory are two of the factors which, supplemented by great campaign funds in both parties, are expected to bring out in November the largest vote ever cast in the United States. Simon Michelet, a Washington lawyer, who is the statistical authority in these matters, expects a minimum of 35,000,000 as against 29,099,131 cast in the three-cornered contest of 1924. An impending open cleavage between the two parties on the dry laws is counted upon to furnish an essential part of the increase. The more silent element of religious feeling may show itself in greater votes in certain regions. An anti-Smith movement in the South, with renewed agitation for political privileges on the part of negroes, encouraged by white division, should make election day—for the first time in years—almost as important as primary day in Dixie. And if the farm leaders who are opposing Mr. Hoover should be able to hold the interest of their constituents, the Food Belt will show a greatly augmented vote."

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THE CALM BEFORE THE STORM

—Darling in the New York *Herald Tribune.*

The Washington correspondents point out that usually the stay-at-homes among qualified voters outnumber the actual voters—52 per cent., against 48 per cent. in 1924, for example—and women are slower to exercise suffrage than men. Consequently, as David Lawrence puts it, strategy in pivotal States makes it "one of the big tasks ahead to persuade women to register and to vote. With the use of the automobile and paid workers, both parties are planning literally to carry their passive adherents to the polls. And it is very likely that much of the appeal over the radio will be to get out the vote. It is a job of organization and money entirely, because of the indifference of 50 per cent. of the American voters." There is a feeling now, reports W. W. Jermane to the Seattle *Times*, that the percentage of actual voters may be raised to between 60 and 65 per cent.; "the pulling power of Prohibition, religion, and Tammany Hall, will be found to be very great, and all of it will not, by any means, be hostile to Smith." Mark Sullivan informs his papers that the only campaign certainty, where "every other element is baffling and in which precedent provides almost no dependable guide for anything," is that the total vote will be "sensationally large."

Veteran campaigners look for some of the sharpest fighting of the campaign over the votes of women; it "will be colored by the womenfolks as a political campaign never has been before," observes the Springfield *Union*, partly because

"The personal popularity and magnetism of such a man as Governor Smith can not but appeal strongly to women. He is the sort of man who knows how to get along with women as well as with men, and myriads of feminine voters stand ready to do all they can to lift him into the White House.

"But Herbert Hoover has an equally strong appeal for womankind, altho his may not be the expansive sort of personality. He has the manner of the man who does things, and women ever have a warm regard for men who can do things, especially if the ability be of a strongly masculine sort. They admire it particularly because they believe it beyond their own capabilities."

There is reason enough for expecting a record-breaking vote, according to the St. Louis *Globe-Democrat;* "nothing could keep it away from the polls," for

"Party lines are to be broken down as never before. Innumerable Republicans, many of whom have never voted for a Democrat, will vote for Smith; innumerable Democrats, many of whom never voted for a Republican, will vote for Hoover. Of this there can be no doubt. And this can occur only when strong feelings are aroused; when party ties are overcome by personal sentiments and determinations, actuated largely by the emotions, however much reason may appear to be the guide."

On the other hand, the "Uncle Dudley" editor of the Boston *Globe* recalls the "intensive drive to woo the bored citizen" of 1924 which failed to draw something like 52 per cent. of the voters from home firesides:

"Such a drive, staged again during the present campaign, will scarcely have better results unless the two chieftains manage, as the campaign proceeds, to emerge as specific champions of clear policies and specific issues. . . . Certainly, when less than half the possible votes in a would-be democracy vote for their President, that is a sorry exhibition of interest and a sorrier exhibition of democratic achievement. When compared with the huge percentages of the possible vote polled in such battles as general elections in England, Germany, and France, it comes quite close to being a disgrace."

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THE COOLIDGE BUDGET LEGACY

NOT QUITE $3,700,000,000 is the limit of government expenditures framed by Budget Director Lord and OK'd by President Coolidge for his successor in the White House during the fiscal year July 1, 1929, to June 30, 1930. President Coolidge set the "safety" limit of $3,700,000,000 in a speech to department organizations of the Government last June; he approves the director's estimate of $208,000, less than that figure submitted to him in Wisconsin. General Lord stated to the press representatives that this budget total is about $400,000,000 more than the estimates for the current fiscal year, outstanding features being $659,000,000 for national defense—an increase of $38,000,000, and $551,000,000 for reduction of the national debt—compared with $621,000,000 for this year. The Post Office Department, not included in this estimate, according to General Lord, will show a fixt deficit of about $82,000,000, and supplementary estimates will not exceed $100,000,000. On its face, the budget for the current fiscal year ending June 30, 1929, indicates a "paper deficit" of approximately $100,000,000 attributed to unanticipated Congressional appropriations, but which both Director Lord and President Coolidge tell the press they expect increased revenues to absorb.

Senator Smoot, in *The United States Daily* (Washington), points out that the trend of expenditures is now standardized at about $4,000,000,000, "the country is growing in every way and the Government must keep pace with the growth and expanding activities of the United States. I do not believe there will be any great reduction in expenditures from now on." And most editorial comment is in the same vein.

"It will be noted that in providing for the national defense," says the Manchester *Union*, considered as Senator Moses's organ, "the Administration is not disposed to anticipate the ideal of world peace until it arrives at realization." On the other hand, the New York *World* points out that "national defense now costs the country as much as the whole cost of government only a few years before the war. After ten years of peace it seems as if statesmanship could be expected to do better." Further, we read:

"The demobilization of the war machine, which was the chief factor behind 'Coolidge economy,' was accomplished several years ago; Federal expenditures reached rock bottom in the fiscal year 1927; now they are on the up-curve again. This is not remarkable. Government, like everything else, costs more than it cost some years ago, and provided the services which the Government performs are necessary and desirable and efficiently done, there is nothing either alarming or inexplicable about a moderate increase in the cost of government from year to year. What is far from reassuring, however, is to note that expenditures for military purposes are steadily increasing along with other expenditures. With one war machine only recently demobilized, we are already building up a new war machine which costs more millions every year."

Despite all the talk of economy, taxpayers will do well to note that expenditures are steadily rising, observes the New York *Telegram*, of the Scripps-Howard newspaper chain:

"Government finance is a tremendously complicated thing. Government experts themselves frequently do not agree on what the figures mean. The fact would seem to be inescapable, however, that each year the Federal expenditures are increasing by sizable amounts and that there is no evidence of a tendency in the other direction."

Whether General Lord's warning of a "paper deficit" of $100,000,000 may be a campaign "break" or not is the question raised by David Lawrence in a special Washington dispatch to the Springfield *Republican*. He points out that the warning is directed at Congress meeting in December, when the campaign is over and cold statistics face the legislators. He recalls rumors that one reason President Coolidge did not choose to run was the conviction that "economy" had about run its course.

THE JUMP IN RAILROAD MAIL RATES

ONE OF THE LARGEST DEFICITS in the history of the Post Office Department, it seems, is not the fault of the Postmaster General, but is caused mainly by the order of the Interstate Commerce Commission giving the Class I railroads an increase of 15 per cent. for carrying the mails, and the independent shortline railroads an increase of 80 per cent. over present rates. Inasmuch as the Commission's order is retroactive, becoming effective as of July, 1925, the additional payments, including this fiscal year's, will total $60,000,000, and together with minor revenue losses, the total deficit, Postmaster General New fears, will be $100,000,000. And the only relief in sight, say Washington dispatches, is a possible increase in parcel-post rates. "Coming on top of legislation providing higher pay for postal workers," notes the New York *Times*, "the latest developments render it harder than ever for the Post Office Department to make both ends meet." This is virtually impossible, Mr. New is quoted as saying, when "one body fixes our rate of receipts, and another the rate of expenditures." The body in the first instance is Congress, and in the second the Interstate Commerce Commission.

What the Newark *News* can not understand is "why a rate case of such importance should have hung fire so long." It was in the summer of 1925, we are told, that the railroads petitioned the Government for higher rates of pay for carrying the mails, yet it was only a few weeks ago that their request was granted. And then five of the eleven members making up the Commission dissented, in whole or in part. "This is not surprizing" to the St. Louis *Star*, which says:

"The great bulk of this award, of course will go to the main trunk lines, which do most of the hauling, and which, as a general rule, are fairly prosperous. Going so largely to the rich roads, even as compensation for carrying the mails, it is worse than indefensible under present conditions of government regulation. Most of the smaller and poorer roads have had their operating expenses steadily increased by wage awards, made through government intervention. At the same time they have been denied rate increases to offset these increased expenses."

In the opinion of the Cleveland *Plain Dealer*, "the Post Office Department is not responsible for its financial position." Congress, with its control over postal rates and wages, and the Commission, with its control over rail rates, is held responsible by this paper. Moreover—

"It is impossible to manage a government enterprise of this kind as a private business is managed. Considerations other than financial returns are predominant. Service is the principal consideration.

"Even so, it should be possible without placing an improperly heavy burden on any branch of the postal service to make the Department pay its own way. If the franking abuse were done away with, it would probably break even on the present scale of rates."

On the other hand, maintains the Philadelphia *Bulletin*, "the justice of the additional pay to the railroads is not questioned," and *The Wall Street Journal* agrees that "no one can seriously accuse the Interstate Commerce Commission of unduly favoring the railroads." Infact, observes the Charleston *News and Courier:*

"The railroads furnish a striking object lesson for Postmaster General New and his associates. Faced with mounting costs and inelastic freight tariffs, they studied their problems and increased their efficiency, making their incoming dollars do wider duty.

"Mr. New, if he applied his experts to the task, could effect worth-while savings here and there. It has been done in business, and it can be done in government. The railroads must stay within their incomes or go into receivership; they can not reach into the public treasury to wipe out losses. Why shouldn't the Postmaster General and his associates be required to search for and remove extravagances?

"Government bureaus and divisions pay for supplies, but they use the mails free. Would not the proper system be to budget the postal needs of departments?"

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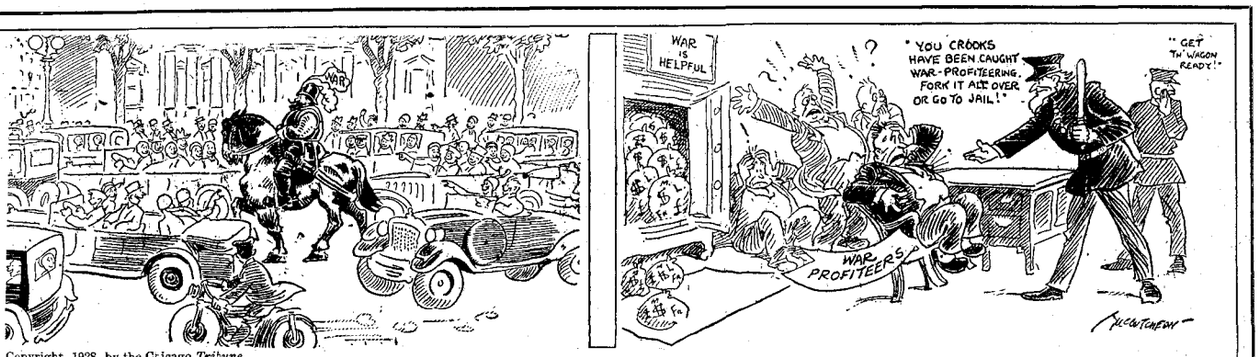
WAR
WAR IS HELPFUL
"YOU CROOKS HAVE BEEN CAUGHT WAR-PROFITEERING. FORK IT ALL OVER OR GO TO JAIL!"
"GET TH' WAGON READY!"
WAR PROFITEERS
McCUTCHEON

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WAR WILL NOT BE OUTLAWED UNTIL IT BECOMES UNFASHIONABLE AND UNPROFITABLE
—McCutcheon in the Chicago *Tribune*.

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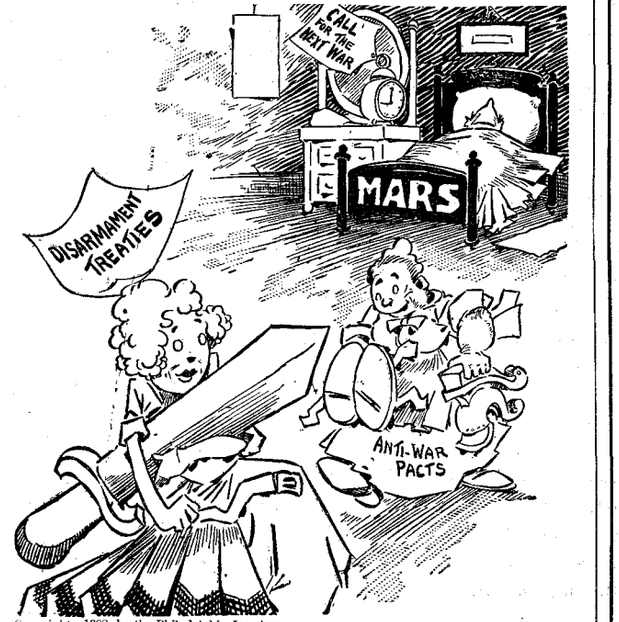
THE OUTLAWS
—Orr in the Chicago *Tribune*.



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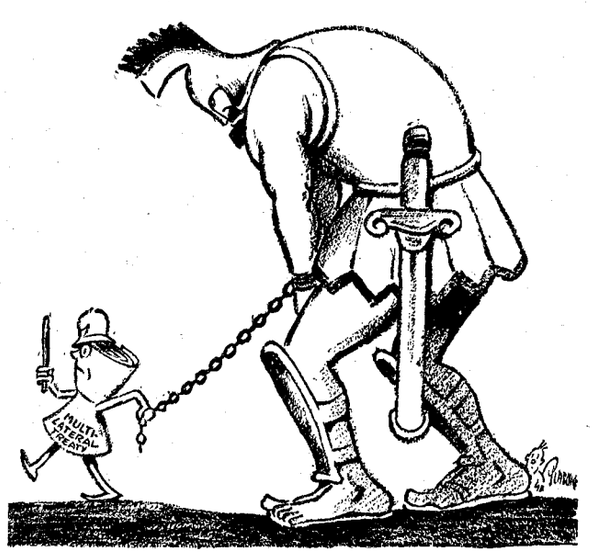
HE WILL BE WELL STRIPT BY THE TIME HE WAKES UP AGAIN
—Hanny in the Philadelphia *Inquirer*.



PINCHED
—Plaschke in the Louisville *Times*.

THERE IS HOPE WHEN THE PROMOTERS LOSE
—Thomas in the Detroit *News*.

PICTORIAL TREATMENT OF THE KELLOGG TREATIES

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TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

THE idea seems to be to keep General Motors in neutral.—*New York Sun.*

THEY'VE got a tractor now that plows unattended. That's our idea of farm relief.—*Dallas News.*

BE specific. When you say you abominate religion in politics, say which religion.—*Anaheim (Cal.) Plain Dealer.*

WE have more prosperity than ever before in our history. Its only fault is a disposition to bunch.—*San Jose News.*

BOTH parties have got such big campaign chests this year that every State is doubtful—and hopeful.—*Washington Post.*

THE Germans claim to have set the United States glider record, but they ought to see our flivver on a wet road.—*Dallas News.*

A WRITER in *Harper's* finds as the result of a questionnaire that men have 6.81 love affairs per lifetime and women 6.97. This proves, if anything, that women have .16 fonder and better memories.—*The New Yorker.*

AS we understand it, the most important provisions for a Provisional President of Mexico are ammunition and lots of it.—*Dallas News.*

IT might be just as well for both national committees, in accepting campaign contributions, to turn down Liberty bonds. — *Wichita Eagle.*

IT is estimated that 2 per cent. of national energy could be saved if all salary checks were sent direct to the instalment people. — *San Francisco Chronicle.*

HENRY FORD, who is getting together pharmacy antiques for his museum, to show what the drug-stores of other days were like, might include a couple of drugs in the list of exhibits.—*Chicago Evening Post.*

"PEOPLE are drinking now who never drank in saloon days." Yes, and many are shaving now who didn't shave then.—*Publishers Syndicate.*

A RETIRED cab-driver of Chicago has just celebrated his one-hundred-and-fourth birthday. The only explanation we can give is that he is bullet-proof.—*Punch.*

THOSE persons who argue that Prohibition does not prohibit should have the news broken to them that education doesn't educate, either, unless you take it seriously.—*Louisville Times.*

HENRY FORD says he expects to do more in the next five years than he has in the last twenty. If he does, finding a place to park or drive either is going to be a problem of problems.—*Nashville Banner.*

AMERICANS are ninety-six cents per capita poorer than they were a year ago. We don't see how this could happen under a Republican administration, but no doubt Dr. Work will explain it pretty clearly and then explain his explanation.—*The New Yorker.*

WHY not call it the Anti-Bootleggers' League and bring it up to date?—*Troy Times.*

THE politicians in Mexico are running for our border instead of for office.—*Chicago Evening Post.*

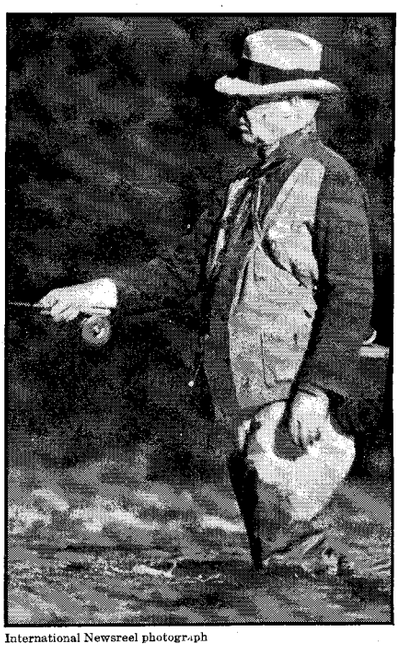
SIGN on trolley-cars in New Haven, Connecticut: "Pedestrians Should Be Seen, Not Hurt."—*New York Sun.*

THE new chief of police is Russell. Gosh, he'll have to if he holds down that job in Chicago.—*Chicago Tribune.*

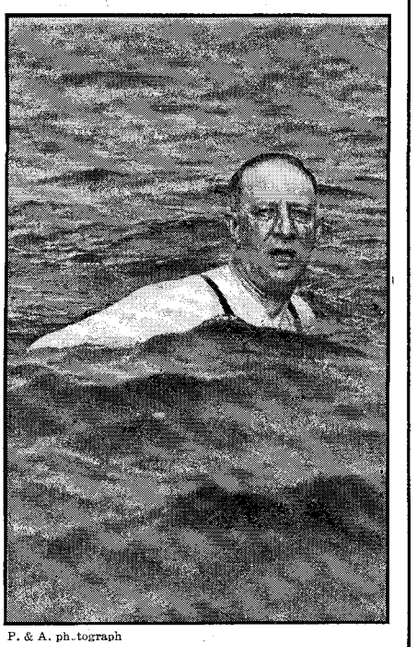
ABOUT the only organized business that still contrives to escape government meddling is crime.—*Birmingham News.*

"I DO not know what I can do," says Henry Ford, "except keep on going." Now isn't that a Ford all over?—*Nashville Banner.*

THE Republican management promises to conduct the campaign on a high plane and without personalities. Nevertheless if Mr. Raskob is wise he will equip his candidate with a nice set of mud-guards. —*The New Yorker.*



International Newsreel photograph



P. & A. photograph

HOW THE CANDIDATES COOL OFF

Favorite hot-weather diversions of the chief presidential contenders before the opening of the campaign in earnest. At the left is Herbert Hoover, fishing in an Oregon river; at the right is Alfred E. Smith, swimming in the Atlantic near a Long Island beach.

PEKING in China is now Peiping, or "northern peace." It remains to be seen whether or not it lives up to its name. —*Wichita Eagle.*

THE trouble with us Democrats is that when we get a crack candidate we are in danger of having a cracked party. — *Norfolk Virginian-Pilot.*

ONE reason bootlegging has been so successful is that, from the start, it has been conducted on a cash-and-carry basis.—*Philadelphia Inquirer.*

HOTELS have been springing up so rapidly of late that there are 1,000,000 rooms unequipped with Gideon Bibles. It is understood that the occupants of three of these were also unable to obtain corkscrews from the room-service department.—*Life.*

LIBERAL economists who declare that every family should own at least two motor-cars have no mercy at all on the traffic police. —*Washington Star.*

AS near as we can figure it, Southern Methodists have now decided to keep religion out of politics, but they won't vote for any one but a Protestant.—*Judge.*

REPUBLICANS are saying that Al Smith lacks experience in national affairs, which, of course, would not seem to a Democrat nearly as serious as a lack of votes.—*Chicago Evening Post.*

WE learn with relief that diparaxylylguanidine is a substance used in vulcanizing rubber. On first meeting the word, we feared it was something inserted into the gin recently acquired by a friend.—*Life.*

THE Democratic National Committee has made it plain that campaign contributions of a dime will be acceptable. To us experienced political observers that can mean only one thing. The Democrats are trying to get a contribution from the elder Rockefeller.—*Spokane Spokesman-Review.*

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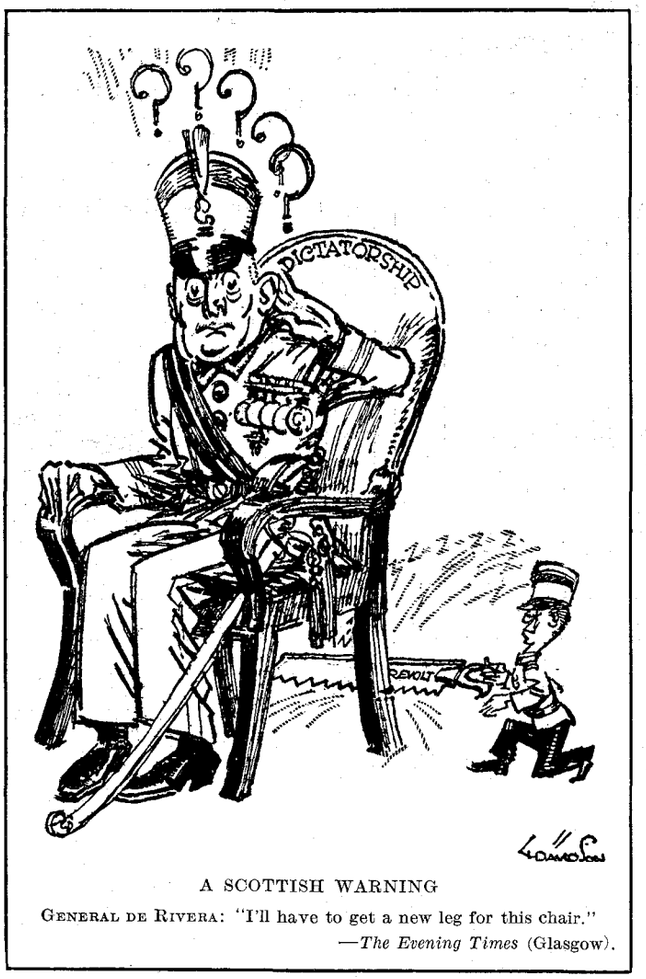
FOREIGN - COMMENT

PRIMO DE RIVERA'S DICTATORSHIP UNDER FIRE

RUMORS OF CONSPIRACY against the Spanish Government are encountered in foreign press dispatches every so often, but as regularly, some note, they are minimized in official statements issued at Madrid. Not so long ago an Associated Press dispatch from Guethary, France, related that, despite a government denial of so-called plots, numerous arrests were made not only in Madrid, but in Barcelona, Saragossa, Oviedo, and Orense. It was reported also that strict guard was being kept at all frontiers, and passengers on international trains were being subjected to searching scrutiny. Meanwhile, the fixity of General de Rivera in his post at the head of the Government comes under consideration by correspondents, one of whom points out that while it has been made clear that the Dictator had really intended to retire to private life in September next, on the fifth anniversary of his military coup d'état, or as he is wont to term it, his revolution, it is said to be no less evident that tho he "thought of resigning office, he never really meant to abandon the exercise of power," and "his disappearance was to be formal only." So writes the Bordeaux correspondent of the Manchester *Guardian*, who continues as follows:



A SCOTTISH WARNING

GENERAL DE RIVERA: "I'll have to get a new leg for this chair."
—*The Evening Times* (Glasgow).

"It has been said in authoritative quarters that the General had already appointed as his successor the present Minister of Public Works, the Conde de Guadalhorce, an able technician, who has won prestige owing to the commendable work he has been carrying on throughout Spain, especially in road building and mending. The Conde de Guadalhorce had never before taken any active part in politics, and this may be taken as a strong motive for the Dictator's choice, given his undisguised hatred of all that smacks of professionalism in politics. At the same time the Conde's devotion to his leader was a guaranty that he would always willingly follow his guidance. Thus, Primo de Rivera would have kept control in all important matters, while ceasing to assume the responsibility attached to actual dictatorship.

"The country, however, is growing unmistakably tired of the present régime and of the undignified condition of tutelage of the ordinary citizen; and clear signs of impatience can be observed on all sides. None of the reforms achieved by the dictatorship has justified its ruthless attacks on the Parliamentary system and suppression of all public liberties. Thus it is not difficult to understand how, at the faintest hint of a change in governmental personnel, all sections of opinion unite in rejoicing, as if a ray of hope were at last shining for Spain. It appears that such demonstrations have caused Gen. Primo de Rivera suddenly to alter his mind and remain in office."

This Bordeaux informant goes on to say that even friends and supporters of the present régime have exprest their disapproval of the General's new move. Referring to *El Debate* as a reactionary Madrid newspaper, he then tells us that with the censor's leave it has published a leading article inviting the Dictator to reconsider his decision, for his own sake and that of his good name as a statesman, and we read:

"In as plain words as could be allowed, it tells the General that while he successfully led the insurrectionary movement of September, 1923, he does not appear to be the right man to undertake the task of restoring constitutional life and liberty in Spain.

"The plain fact is that the ablest men in all parties flatly refuse to cooperate in any way with the man who has charged them with all the evils that befell the country. They insist on his going out altogether before they lend any assistance to the King in solving the difficult problem of a 'bridge' that could fill the gap between dictatorship and normal political life.

"It is known that a special committee of the so-called 'National Assembly,' whose members are all appointed by the Government, has been at work for some time elaborating a new Constitution on lines set by the present Cabinet. It appears from the General's recent statements that he has resolved to put off the problem until the year 1930, when he means to submit the new Constitution to a national plebiscite. As the leading Liberal paper in Spain, *El Sol* points out, a plebiscite—even a real one—does not seem a fit means for deciding such a complex and important matter as a new Constitution, involving as it does a great number of highly technical subjects much above the average capacity of the ordinary citizen even of a better-educated country than Spain."

A correspondent of the London *Times* describes General de Rivera as "a truly representative man," resembling the mass enough for the people to recognize themselves in him, but rising above them sufficiently to carry the burden of representation. The qualities that make him one above the mass are:

"First, his courage, both physical and moral, a courage at times bordering on audacity, as in his excursions in the field of intellect; at times rising to high statesmanship, as in his Moroccan successes, political and military. Then, his generosity, for this dictator is a truly generous man and bears no grudge either against those that wrong him or against those he has wronged—the last, a difficult kind of generosity, which irony without humor seems unable to understand. His heart is not only in the right place, but it beats in harmony with his sense. An Andalusian, he is shrewd and, as the saying goes, *fino*. Some of his master strokes have elicited the unwilling admiration of many an 'old

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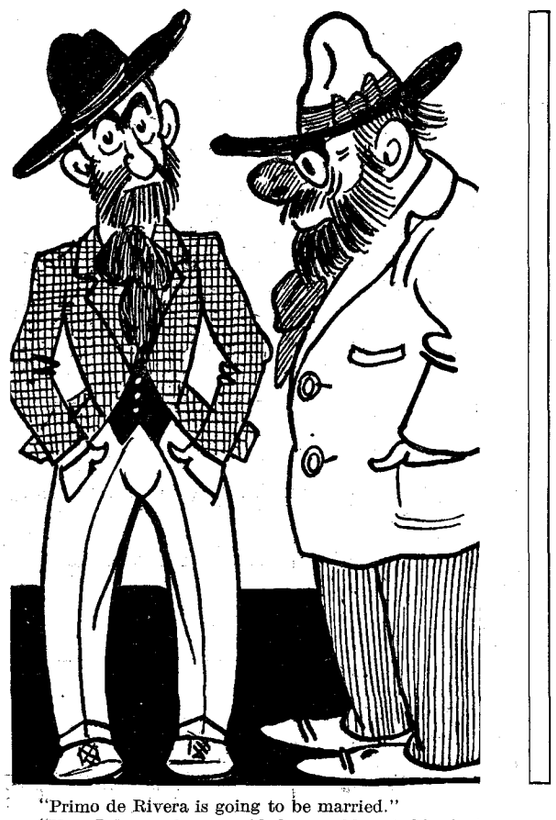
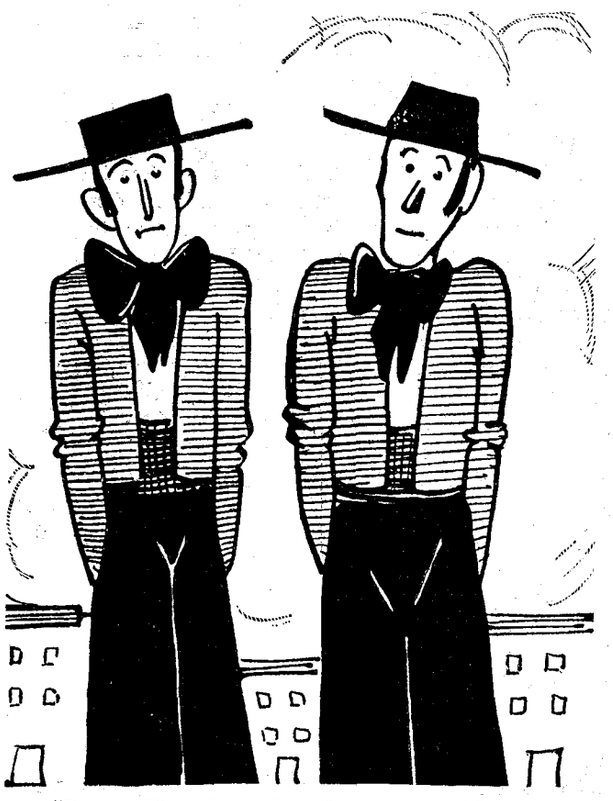


"Primo de Rivera is going to be married."
"Yes, I have always said he would get his just punishment some day."
—*Il 420* (Florence).



"Primo de Rivera has broken off his engagement."
"These dictators seem to be protected by Providence."
—*Il 420* (Florence).

ITALIAN JESTS AT THE GENERAL'S ENGAGEMENT WHICH NEVER MATERIALIZED

gang' artist driven by him to unemployment. Thus when, as a punishment for his alleged connivance in a plot to upset the Government, he fined Count Ramonones five hundred thousand pesetas, he know he would have with him all the Spaniards who can see a capital joke, and there are enough of them to make a man popular.

"His generosity is the positive agent in the disarming sincerity with which he can alter his views. His appearance on the political stage as the knight who was to rescue the *Dulcinea* of politics from the old régime Malandrines is in itself a startling change, for no more typical representative of the old system could perhaps have been found in the field of Spanish politics than Gen. Primo de Rivera. The Spanish people do not feel that incurable horror of sin in others which afflicts some races, so the General's enemies have wasted their time in recalling, through the chinks of the censorship, that this contemner of nepotism owes his exceptionally rapid military career not to military talents—which he undoubtedly has—but to the fact that he happened to be the nephew of Marshal Primo de Rivera, one of the political generals of the Restoration. That weakness in his history makes him more human, more representative, and even more convincing in his appeal for a change of heart. His was the first heart to change."

General de Rivera's political ideas burst up through a mind unfettered by any philosophy or political theory, according to this informant, who avers that his intuition and his experience can work such miracles that there does not seem to be any reason why he should plot and look up precedents. This is given as the reason for the true originality of some of his views, as well as for the arbitrary manner in which he is apt to solve difficulties. Comparing de Rivera and Mussolini, this writer observes:

"Tho the Spanish Dictator has no grim chapter in his history, he is more arbitrary than the Italian because less systematic and less objective. In fact Signor Mussolini is a statesman and Gen. Primo de Rivera is a man. Even tho his conscious ideal be Signor Mussolini (which is by no means certain) his subconscious model would rather be Haroun al Raschid—after all, a not unnatural model for an Andalusian. He is the good Sultan from whose hands falls the honey of good government on high and low, particularly the low; he sits under the porch of his palace and administers justice to all according to their deserts, and turns from a decree granting millions of pounds for a new naval program to a letter thanking and rewarding two fishermen for having fished a rare specimen of a turtle and rescued it for the Zoological Museum; a ruler who, having closed the nation's accounts on an excess of income over expenses, decides to devote part of it to rescuing out of pawn garments pledged by poor families in need.

"It is obvious that such a man, attractive as he is in many ways, can not incarnate the new Spain, which is rising with wonderful vitality for another lease of world action and influence. He believes himself to be the leader of a new Spanish order, but he is representative not of the 'old régime,' i. e., of the Restoration, but of the 'very old régime,' i. e., the era of pronunciamientos, which covers practically the middle third of the nineteenth century. He belongs to the dynasty which gave Spain Riego, Espartero, O'Donnell, Narvaez, Prim, Pavia, Martinez Campos. No doubt he is a man of his century in many ways, but he descends from that line, just as King Alfonso, also a man of his century, descends from the line which gave Spain Ferdinand VII and Isabel II. With his usual insight and courage he has absorbed twentieth-century elements from the atmosphere of his day. But if the foliage is in our age, the roots are in that middle nineteenth century in which the Army, i. e., the turbulent and ambitious minority of the Army officers, meddled constantly with politics now on the Liberal now on the reactionary side. His originality lies in that he can not be easily classed either as a Liberal or as a reactionary leader. The century is rather eclectic in politics, and Gen. Primo de Rivera is of his century. Thus we shall see him a Liberal in municipal affairs, a Socialist of sorts in labor matters, a Conservative in constitutional ideas, a reactionary in education, an opportunist (with but scanty opportunities) in military administration, a truly spiritual leader in Moroccan affairs, and an indifferent amateur in foreign policy."

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PARADOXICAL TURKEY

A LAND OF THE OLD AND THE NEW is the description given to the Turkish republic of President Mustafa Kemal Pasha, and a contributor to the London *Sunday Times*, by way of justification, tells us when he left the Oriental Express at Constantinople and was immediately held up in a traffic block by a magnificently attired policeman, he thought he was still in Piccadilly Circus. But he further informs us that the policeman bore a touch of Orientalism in the fact that he wore a brass helmet with scarlet quarterings and, what is more, he discovered that the calendar date was June, 1928, and not Muharram, 1347, "as it would have been five years ago." As he wandered through the closely packed bazaar, says this writer, Peter Norton Griffiths, he saw no fez, and the women were drest like the women in the Rue de la Paix. Turkey is being brought up to date, we are told, but in some respects she is reverting to her ancient customs, and Mr. Griffiths proceeds as follows:

"Constantinople is now out of favor. The newcomer to the Sublime Porte who is foolish enough to call the former capital Constantinople, or even Byzantium, will find himself looked upon with severe disfavor by the inhabitants. The Turk of to-day is touchy on this subject. He has no use for foreign names for his city, however well used they may be. Constantinople from henceforth is to be known by its ancient Seljuk name of Stamboul. Stamboul originally applied only to the native part,

HAT REFORM IN TURKEY

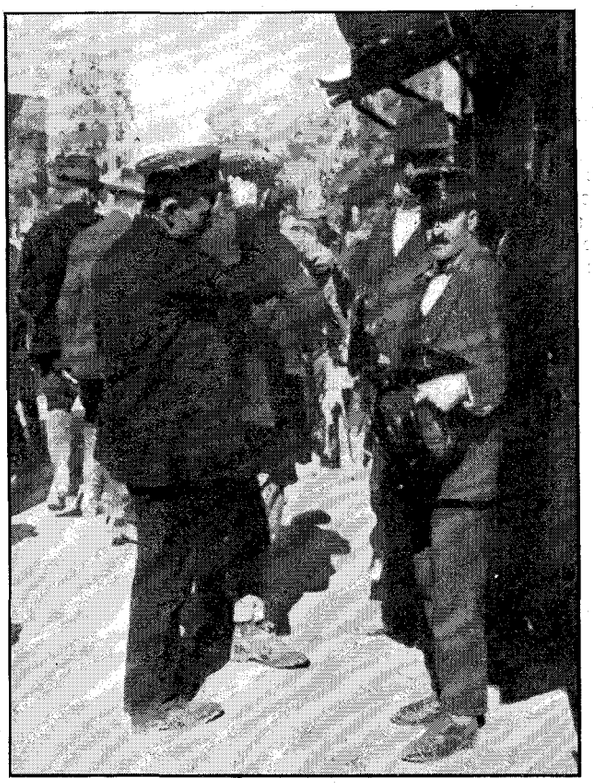
One of Mustafa Kemal Pasha's innovations in modernized Turkey was an order to take off the fez and put on some Western form of headgear.

whereas the modern city of embassies and legations on the northern shores of the Golden Horn is known as Pera.

"Constantinople is also in official disfavor. It is no longer the capital. It is becoming a fossil city and no longer a living city. The Court has gone. The Serai, the Sultan's Palace, is a museum; the Yildez Kiosk, the Sultan's summer palace, is a casino.

"I wandered through the gardens of the Serai, and where formerly I might have seen the most ensnaring members of the harem, I encountered a horde of tourists, one of whom, as she gazed with voluptuous eyes upon the Imperial Diwan, could only exclaim, 'Sister, wouldn't that just look too cute at our little home in Kansas City?'

"Turkey is indeed a land of paradoxes, for while she is discouraging, by all means in her power, the use of those foreign languages so helpful to the unfortunate traveler who knows no



A SIGN OF THE NEW DAY IN TURKEY

Turkish street merchants selling caps instead of the traditional fez.

Turkish, Stamboul retains its eternal polyglot atmosphere. The former capital, with the Grecian part of Eastern Thrace, was expressly excluded, by the Treaty of Lausanne, from an exchange of populations. There are 60,000 Greeks in Stamboul, and in my wanderings through the narrow streets and tortuous lanes I heard the babel of many tongues, Armenian, Balkan, and of all the various populations of the Near East.

"I approached Angora through a hundred miles of territory which, to one who has not visited the Sahara Desert, seemed to be one of the world's most arid wastes. The train was appallingly slow, and the impatient passengers had ample time to gaze at the virtually barren countryside as we dragged slowly on. In the depressions there were a few blades of grass, and the cattle grazing on them looked as if their constant peril was starvation. The whole country is in pressing need of irrigation, and particularly this region, which appeared even worse than such valleys as that of the Meander River, where the unfortunate farmer must choose between the doubtful alternatives of growing his crop low down in the valley, at the risk of its being entirely washed away by the swollen stream, or sowing it further up the hillside, in which case in all probability it will wither for lack of water. It has been said, with a certain amount of truth, that agriculture in the Meander Valley is, in these times, more of a speculation than operating on the Stock Exchange."

Returning to the subject of Angora, this correspondent relates, it was with astonishment that, when the train rounded a rocky promontory, he saw the new capital, laid out on the side of the hill, bare, dusty, and parched in the hot summer sun, with scarcely a particle of shade and presenting "a most uninviting appearance." Angora is in the dusty throes of being built anew, according to Mr. Griffiths, who tells us that he was choked with dust as he jolted in a victoria over the cobbled streets, and that

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his clothes were full of dust as were his eyes and hair, but, it is recorded:

"New avenues are being laid out and trees are being planted and carefully watered. Borings are being made for water, and the new government offices that I saw springing up show an improvement on the squalor of the ancient city.

"From this, the oldest part of Angora, is best seen the virility of which the new Turkey is possest. They are determined upon the establishment of their city, and they are succeeding. The Diplomatic Agent was recently withdrawn from Stamboul, and the embassies and legations are moving up one by one. The Soviet Embassy is already established in a building the architecture of which is as remarkable as the political opinions of those who tenant it. It consists of a white square block, with squat pillars, no cornice, and the only adornment is a series of shields bearing the emblems of the Soviet. It resembles a factory, and is not more beautiful. The German Embassy will shortly be occupied in a magnificent collection of buildings in the Georgian manner. The British Embassy has still to come, loath, no doubt, to depart from the palatial and gigantic edifice at Stamboul which is the property of the British Government.

"The Turkey of to-day can be described as a young and new country. She is feeling her way along the difficult paths that lead to prosperity and power. She has recently emerged from a period of thirty years of almost continuous warfare. She has purged herself of those she considered obstacles to her national and westernized progress, the Armenians and the Greeks, but has thereby rid herself of the driving force in her commerce and of the element of initiative in her trade."

JAPAN DEFENDED IN MANCHURIA

ALL THAT JAPAN WANTS in Manchuria is to insure that trade and commerce may continue unhampered, we are told, and that her legitimate interests are in no way jeopardized. This downright statement is made by an American-owned Tokyo newspaper, *The Japan Advertiser*, which adds that the simplest and at the same time the cheapest way to do this is to see that some Chinese ruler, who is able to maintain a reasonable degree of peace and order, is in power. Japanese statesmen are fully alive to this, it is averred, and therefore it is hardly conceivable that they would deliberately go out of their way to seek for trouble by exploiting the situation in order to make territorial gains. We read then:

"It is not without significance that, whereas the vernacular press and the country as a whole showed a praiseworthy calmness toward developments in the Shantung situation, and were far from approving the original dispatch of troops to Tsingtao, public opinion has shown a tendency to become excited over events in Manchuria. The reason for this difference in attitude is not far to seek. Shantung, tho by no means unimportant, is not vital to Japan. Manchuria, on the other hand, is so closely wrapt up with the political, economic, and strategic interests of the country that the mere suggestion of the outbreak of disorder and chaos in those regions is sufficient to set the whole Japanese nation on tenterhooks, so alive are they to the important bearing it has on the life and welfare of the country at large."

There was a time, *The Japan Advertiser* goes on to say, when Manchuria was important only on account of its strategic aspect, in which regard it bore much the same relation to Japan as Afghanistan bears to India to this day. Japan's only fear in those days, we are advised, was that some powerful potential enemy might seize it and use it as a base of operations from which to attack her, and it is further alleged that:

"It was this fear that led certain Japanese in the closing years of the Tokugawa Period to advocate its annexation, and it was this same fear that ultimately led Japan to declare war on Russia in 1904. In the years that have passed since her victory over Russia, however, the economic aspect, which formerly hardly existed, has tended ever more and more to become of equal importance, and even to surpass the purely military aspect in importance. It is this economic aspect, acting in conjunction with the politico-military bearing, that makes the maintenance of peace and order in Manchuria a matter of such vital concern to the country at large.

"In the days before Japan started to develop her industries, and while she was still primarily an agricultural nation, it mattered little that nature has treated her so niggardly in the matter of raw materials; but the industrialization that has been such a feature of the past few decades has opened her eyes to the necessity of obtaining the raw material for her factories from the nearest possible source. Manchuria can supply a large portion of her requirements and, at the same time, thanks to the immense inflow of immigrants from other parts of China in recent years, it offers the prospect of a rapidly expanding market for her manufactured goods. From the economic standpoint alone the importance of Manchuria to Japan may be said to increase year by year. It is not surprizing, therefore, that public opinion, as reflected in the vernacular press, should be so concerned whenever the specter of civil strife and commotion appears to threaten the vital interests of Japan in those parts."

Suspicions regarding Japan's intentions in Manchuria, we are further informed, are frequently voiced, but "so long as there is a Chinese ruler strong enough to control the Three Provinces and maintain peace and order, it is obviously to Japan's advantage to leave things in statu quo."

SEEKING FREEDOM FOR INDIAN WOMEN

FREEDOM IS NOT WANTED apparently by some women in India, altho the struggle for the liberation of women the world over, we are reminded, has long been fought with tenacity and, on occasions, with bitterness. Yet, even in India, some think complete emancipation of women from the bondage of purdah, or zenana seclusion, may well be the ultimate outcome of a movement under way in Bihar. The campaign has been set on foot by a number of the leading Indian men of the Province of Bihar, we learn from Norman Cliff, a correspondent of the London *Daily News and Westminster Gazette*, who relates further that it is being welcomed in other provinces where the purdah system exists, and may easily develop into an All India Movement. It is then pointed out:

"A backward agricultural province, Bihar has the unenviable distinction of being the only one in which women have not yet been granted any form of franchise. Their release from purdah would seem to be a necessary preliminary. Among the women in the villages purdah, it should be explained, is practically unknown in this as in other provinces, and it is not in general practise among the lower caste women in the towns and cities. At the same time it persists in some of the slum areas with appalling consequences to health. Purdah has either never been adopted or has been practically abolished in Madras, the Punjab, and a large part of Bengal.

"Strange as it may seem at first sight, the indifference of large numbers of the women concerned is one of the main obstacles to be overcome if the system of purdah is to be completely broken down. Their lack of enthusiasm has defeated past attempts to abolish their seclusion and, altho gradually decreasing, feminine opposition to any change persists. It arises from a variety of causes, among which may be mentioned illiteracy, superstition, conservatism, and in a surprizing number of cases a preference for the known privileges of seclusion rather than the unknown advantages of freedom. Education is removing these barriers, but at a crawling pace."

Mr. Cliff goes on to say that he has discust the question with great frankness with an eminent Indian knight, who advised Mr. Cliff that, while he welcomed the proposal to release all women from purdah, at present his own women-folk remain secluded, and we are then advised that:

"He wants to see women educated, he also wants to see them free, and he admits that adequate education can not reach them until they are free. Why, then, do his own women not emerge? He gives many reasons:

"1. Many women who have lived in purdah prefer it.

"2. High caste girls set free to walk abroad would be in constant peril.

"3. They are so unused to exercise that they could not endure long journeys to colleges; and

"4. The cost of setting up colleges within easy reach of their homes would be so enormous as to be unthinkable."

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SCIENCE · AND · INVENTION

FARMING UNDER PAPER

WE MAY GROW ALL OUR CROPS under paper before long, thinks Milton Wright, who contributes an article on this subject to *The Scientific American* (New York). His conclusion is based on the success of this method in Hawaii. The pineapple growers of that territory last year paid $500,000 for paper under which to grow pineapples. The growers raise 30 per cent. more pineapples than they otherwise would—and there is a tremendous saving in labor. He goes on:

"Without any great stretch of the imagination, we can see the day when nearly all our plants—potatoes, corn, tomatoes, spinach, cotton, and what not, will be grown under paper.

"For four years the Department of Agriculture has been carrying on experiments, and their tests have demonstrated the value of paper to stimulate plant growth. With every crop save one—peanuts—the experiments were an unqualified success.

"To understand the use of paper in agriculture, suppose we go back to its origin. On a sugar plantation near Honolulu, before the World War, Charles F. Eckart found it a stupendous task to keep down the weeds. Year after year he had been heaping crop refuse between the rows—mulching is the term farmers use—for the double purpose of blanketing the weeds and retarding the evaporation of moisture. The mulch would decompose after a time, and actually encourage the weeds.

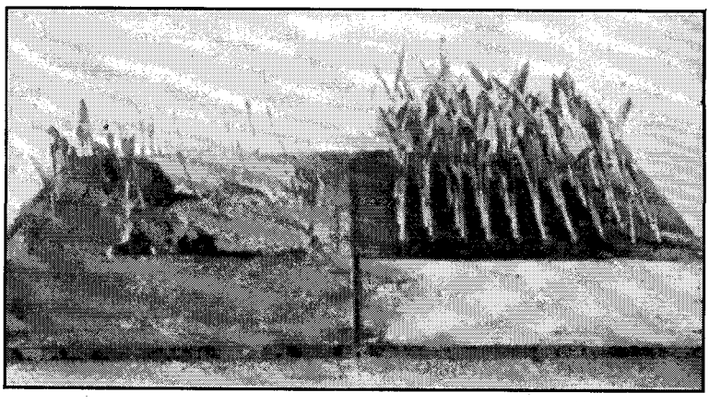
"If only Eckart could find a mulch that would control the weeds permanently, he would be making a tremendous stride forward. At last he hit upon a tough kind of paper. The sharp shoots of the young plants easily stabbed their way through, but the weeds were smothered.

"The idea grew. The use of black paper, it was found, raised the temperature of the soil. The activity of bacteria was increased. The moisture remained in the ground until it was absorbed by the plant roots instead of being wasted quickly by evaporation. Then, too, the paper preserved the original cultivation of the soil throughout the growing period.

"With one unused to mulch paper, the thought is likely to occur that rains would be prevented from reaching the soil under the paper. The fact is that the water reaches the soil through the openings where the plantings are made or between the edges of the paper, and seeping downwards or sideways, is stored up under the blanketing effect of mulch paper.

"With the theory of mulch paper being so sound and full of promise, to say nothing of the remarkable results achieved in the Hawaiian Islands, the Department of Agriculture and others began experiments in this country in a variety of climates and soils, and with a variety of crops. Side by side plantings were made, one set under mulch paper and one set uncovered. With sweet corn, beets, sweet potatoes, white potatoes, turnips, tomatoes, spinach, cotton—with every crop which was tried, save one, the results were phenomenal.

"The single exception was peanuts. Instead of increasing the yield, mulch paper actually decreased it by 46 per cent. The explanation lay in the fact that the mulch paper prevented the natural pegging of the plants."

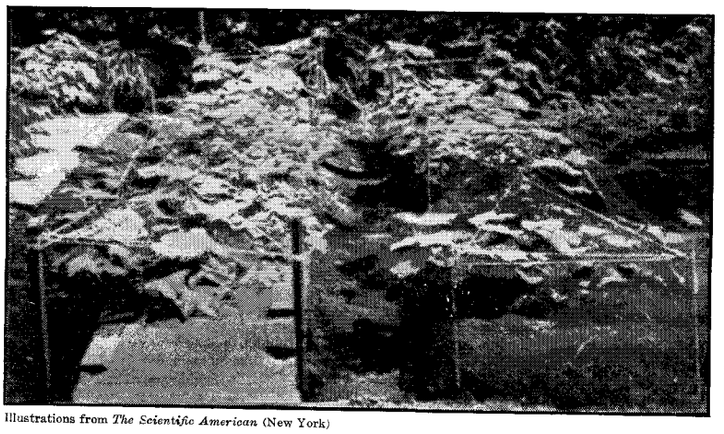


HOW PAPER HELPS THE ONION CROP

The unprotected soil in the box on the left formed a hard cake, through which the onions had difficulty in forcing their way. The onions on the right were planted under paper, which kept the moisture in the soil.

Here are the results from trials with and without mulch paper at the Government's experimental farms at Arlington, Virginia. The percentages show the increased yield of the mulched areas.

	Per Cent.		*Per Cent.*
White potatoes	73	Eggplant	150
Cotton	91	Green beans	153
Sweet potatoes	122	Beets	409
Celery	123	Carrots	507
Peppers	146	Cucumbers	512
		Sweet corn	691



Illustrations from *The Scientific American* (New York)

CUCUMBERS GROWN WITH PAPER AND WITHOUT

The luxuriant cucumber plants on the reader's left were grown under mulch paper, while those on the right were raised in the usual way. Note the difference.

"One thing made clear by the experiments is that not only are crops more abundant, but they are earlier. In many cases this affords the possibility of an additional planting before the growing season is ended.

"Applying mulch paper to a crop area is simplicity itself. The paper comes in rolls—150 or 300 yards long, and in widths of 18 and 36 inches. The farmer lays the roll down across one end of a row of cultivated soil and unrolls it to the other end over or between the beds. The paper is thus in direct surface contact with the beds. Where drill crops are to be planted a strip of two inches or less is left between successive strips. The paper is anchored to the ground with stones, staples, or with dirt turned over the edges. In Hawaii, where thousands of miles of paper are laid each year, specially designed paper-laying machines are drawn by mules or tractors.

"Planting is done by either of two methods—through the paper or between strips of paper. Where you have such crops as tomatoes, eggplant, peppers, pineapples, or field corn, which require rather wide intervals, the best way is to plant in regularly spaced openings made through the paper. With pineapples,

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the usual practise is to stab a hole through the paper with a rounded stick or dibble. The pineapple slip is then placed in the plant bed through the opening.

"With tomatoes and other less hardy plants, it is advisable that the openings be made sufficiently large for some uncovered soil around the plant's base. Usually a hole about four or five inches in diameter is sufficient.

"Sometimes crisscross slits are made in such a manner that the edges may be folded back as flaps. It is possible to so adjust these flaps that considerable protection from the wind is given.

"With carrots, radishes, spinach, and other drill crops sown in rows close together, the planting is done between the strips of paper. The weed growth is confined to the narrow planting strip, and the work of cultivation is a minimum.

"Already, as a result of the success in Hawaii, extensive trials are being made with various crops in Africa, Australia, Asia, the West Indies, and Europe, as well as in the United States. The reports of all of them strongly suggest that the practise may become a general one, and that it is soundly economic."

HOW MUCH SKY DO WE OWN?

TO WHAT DISTANCE can the owner of an acre of ground control the space directly above him? The New York *Times*, discussing this question, which has suddenly become a practical one, tells us that Prof. Alexander McAdie, of Harvard, has recently divided the atmosphere about and above the earth into several distinct stories or apartments. But this scientific stratification has in no way disturbed the assumption that one who owns a farm or even a town lot owns all the way up. Says *The Times:*

"Every hut theoretically scrapes the sky in its ethereal attic, which Dr. McAdie puts in the sixth story. And, practically, one might lawfully prevent hunters from shooting birds in his sky or might himself shoot birds that menaced his crops or threatened to swoop down and prey upon his chickens.

"Till now the whole matter has been as academic as the question concerning the angels and the point of a needle. But with the advent of the airplane angels have become very real and noisy, and earth dwellers have begun to ask whether these winged ones may roar through their skies with all the freedom of the ancient gods and angels, by day and night, and even graze their chimney-pots and trees. The question has just been specifically raised in Worcester, Massachusetts, where a property owner living near an airport has sought an injunction to prevent flying in the lowest stratum of air over his estate, or 'unreasonable operation' at any height.

"Lord Montague of Beaulieu was one of the first to point out the coming necessity of strictly defining air routes with beacons and ground markings, attended by air-traffic policing, of forbidding flights below a certain altitude, and of regulating speed and noise at the higher altitudes.

"The Judge in the Worcester case has refused to grant the temporary injunction sought, pending a full hearing. It is anticipated, however, that the case will ultimately reach the United States Supreme Court. If this one does not, others no doubt will in time, and so determine how far above the earth the property rights of those extend who own a bit of its surface, and whether one's earthly possession does, after all, like the top of the tree in King Nebuchadnezzar's dream, really reach the sky."

SEASONING MEAT BY HYPODERMIC—Soon the housekeeper will be able to buy her lamb or mutton with the mint sauce already in it, and chicken already flavored with mace and thyme. In France, land of famous cooks and tasty sauces, poultry and meat are now deliciously seasoned by hypodermic injection, says Science Service's *Daily Science News Bulletin* (Washington). We read:

"The new method, discovered by Dr. A. Gauducheau, makes use of a principle of physiology and injects sauces and seasoning directly into the blood-stream of chicken and other fowl. In this way the flavoring penetrates to all parts of the meat. 'Intra-sauce' is the name Dr. Gauducheau coined for the fluid he uses in this new sort of cookless cookery. He has tried the method on over 200 animals, using all kinds of poultry, also sheep and pigs.

"In addition to flavoring, coloring matter may be introduced in the same way to get an even hue throughout the meat, or different parts may be flavored or colored differently. Lean meats may be enriched by injection of lards or oils. For this purpose melted butter has been found the best fluid."

TALKING ROBOTS

THE EVOLUTION OF THE MECHANICAL MAN has taken a further step, we are told by a writer in the New York *Times*. Formerly it could do nothing but hear and obey. Now it can talk back. The Televox was hailed as the perfect employee when it was first invented by R. J. Wensley of the Westinghouse Company, because it could obey orders, and do nothing else. It could not even speak when spoken to. Now, the writer says, the inventor has endowed it with words. He continues:

"When it is hailed over the telephone it responds in a well modulated and deferential voice:

"'Televox speaking.'

"It can even initiate a conversation. If something goes wrong, for instance, at a power substation where the Televox is on duty, it can lift the receiver and say:

"'This is the televox calling for Main 5000.'

"When the televox is connected with that number the conversation will continue in buzzer code. The man at headquarters will ask by interrogatory buzzes what is wrong, and the televox will reply in the same form, one, two, or three buzzes, or a combination of buzzes, each meaning something different.

"In place of vocal cords the mechanical man has had a talking film introduced among its organs. The words to be spoken are recorded by photography on a film and introduced into the physiology of the man that was born in a laboratory.

"An English-speaking race of machines is now being reared by the Westinghouse company to substitute for watchmen in power substations where the information to be transmitted is not complicated. Adjustments are made so that a break in the electrical current in one place causes a set-up in the machine which reports that fact. A break elsewhere causes a different set-up and a different report.

"A particularly human touch was introduced by the inventor, who had started the talking career of his electrical young men by furnishing them with language in which to complain about the weather. They are adjusted so that they can call up headquarters and report 'It's hot,' or 'It's cold.' This information is of value as a warning, because too much heat or cold is dangerous to the engine.

"The first three members of the mechanical race—familiarly known as 'Adam,' 'Cain,' and 'Abel,' Eve being omitted because the automatic kingdom has not been divided into two factions—are on duty in Washington as employees of the War Department, assigned to report on the condition of the city's water supply. Adam, Cain, and Abel furnish daily bulletins on the amount of water in each reservoir.

"The part played by the human voice in this interesting tribe is not a mere humorous conception on the part of the inventor, but is an indispensable part of the mechanism. The telephone company does not allow any electrical or other devices to be hitched onto telephone receivers, In order to set the mechanisms in action at a distance by telephone, therefore, it is necessary to make them sensitive to human speech range. Each machine is sensitive to a variety of sounds and performs different functions, according to the pitch in which it is addrest. The ability to talk as well as hear was necessary to enable it to call for a number and to announce itself.

"'By means of the televox,' Mr. Wensley said, 'a load dispatcher of an electric power company or street railway can call up on any telephone unattended power plants or substations, receive reports on the status of every machine in the station, and start or stop machines, open and close switches, and perform other operations at will.

"'Automatic operation of electrical machinery has been in use for several years, but all systems now employed require special wires run from the supervising points to the station. Where stations are many miles away, numerous such installations may be very expensive. Telephone connections to all points always exist, however, and by using these lines for supervisory control, the cost of the control system is greatly reduced."

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WHY NO WATER WITH MEALS

THE THEORY THAT WATER with meals induces indigestion by dilution of the gastric juice is opposed by Dr. Meyer Golob of New York, writing in *American Medicine*. He believes that water-drinking in excess at meal-times is injurious, but for an exactly opposite reason—because it increases acidity, and is hence an irritant. This it does, he believes, because it aids in dissociating into its component ions the acid of the gastric juice, thus increasing its chemical activity. He writes, in substance:

"It is generally accepted that the drinking of any considerable quantity of water with meals is injurious and conducive to digestive disturbances, but opinion is divided as to the reason for this result. Two hypotheses have been advanced to explain the evil effects of drinking water with meals, one on a mechanical and the other on a chemical basis.

"According to the mechanical theory, water at meal times produces discomfort by still further distending a stomach which is already overburdened with food. Since water is not absorbed from the stomach, and leaves this organ freely only when it is otherwise empty, it is obvious that the addition of several glassfuls of water to the bulk of a heavy meal must tax the capacity of the stomach to a considerable extent. But distention alone can not fully explain the digestive ills following a liberal intake of water with the meals, and we must look to the inefficiency of the gastric secretion itself.

"The chemical theory that water dilutes the digestive juices in the stomach has enjoyed considerable vogue. If normal digestion is to take place, the gastric juice must have just the proper acid concentration. If hydrochloric acid is secreted in excessive amounts, this will produce pain by irritation of the mucous membrane. On the other hand, if the hydrochloric acid is deficient, the proper medium for complete digestion will be lacking.

"To my mind, however, the theory that the ill effects of drinking water with the meals are due entirely to dilution is not adequate. If so, we should expect benefit from taking water with the meals in cases of hyperchlorhydria. But such is not the case.

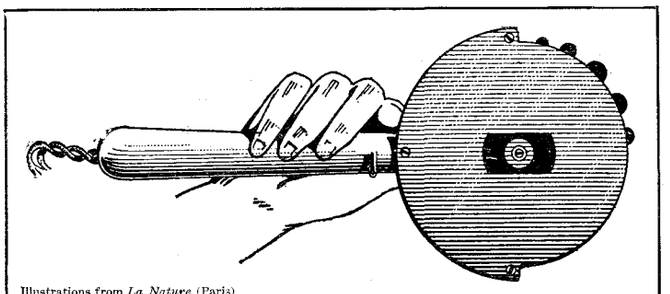
"It has occurred to me that the effects of drinking water with meals may well be explained in terms of the theory of dissociation. It will be recalled that when an acid is dissolved in water, it immediately dissociates into two types of ions, oppositely charged with electricity.

"Because of the dissociation, there are twice as many independent ions in the solution as would be the case if no dissociation occurred. The reaction of the solution depends upon the predominance of either. If the positive ions are greater, the reaction is acid; if the negative predominate, alkaline.

"Felsen, in an elaborate study of gastric acidity, found water to be stimulating to the gastric secretion. Ordinary cold water proved to be a powerful gastric stimulant, sometimes giving an acidity of over 100 in less than twenty minutes.

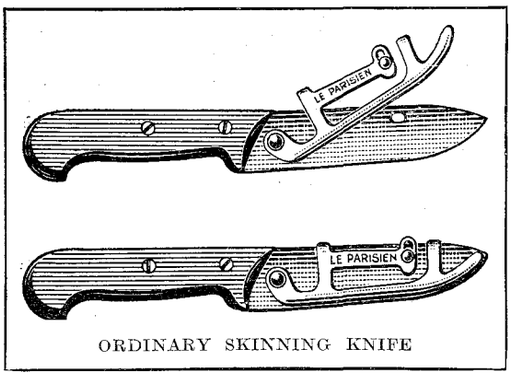
"It is apparent that the greater the intake of water, the greater will be the dissociation of ions. Water thus enhances the acid properties of the gastric juice."

Patients with gastric hyperacidity frequently state that they suffer discomfort after eating thin soups, and they usually learn from experience to refrain from this type of food, says the writer; and he adds: "I believe that the explanation for this occurrence is to be found in the greater dissociation of hydrochloric acid by the water content of the meal."



Illustrations from *La Nature* (Paris)

THE ELECTRIC SKINNING KNIFE



ORDINARY SKINNING KNIFE

SKINNING ANIMALS BY ELECTRIC CUTTER

A NEW DEVICE FOR REMOVING SKINS and furs from the animal body is described in *La Nature* (Paris), in an article entitled "The Electric Skinning of Animals." Says the writer:

"The removal of skins and furs has become a more and more delicate matter as these substances have reached a higher grade. Some fine furs are now so costly that their removal must be effected with the greatest care, so as not to reduce their value by injury.

"In all ages special knives have been used, and the best have a double guard to the blade which covers both sides of the cutting surface and prevents any injury to the skin.

"The guard can turn through 90 degrees toward the handle, so as to separate it entirely from the blade, and allow cleaning. It may be regulated by screws, to correspond with the thickness of the skin to be removed.

"To operate more rapidly, there have been devised circular-bladed cutters run by a flexible cord, altho the hand-knife is always used on parts where the mechanical device can not operate.

"A new rotating-blade system called the 'Electra' has just been invented. It does away with the flexible coupling, and is run by electricity, fed through an ordinary cord. There is thus every facility for operation wherever current is available.

"Besides, the machine is neither heavy nor awkward. It has a wheel with cutting teeth protected by a plate that can be regulated to alter the working depth of the teeth, to correspond with the thickness of the skin to be removed.

"This wheel is mounted directly on the arbor of a motor located in the upper part of the tool. This is probably the smallest electric motor in the world; its power is $\frac{1}{30}$ kilowatt, at the speed of 4,000 revolutions per minute. It may be obtained for any desired voltage and for any desired frequency of alternating current.

"The upkeep is reduced to a moderate degree of oiling about every fifteen days, and it rotates in either direction. The toothed wheel has holes for the ventilation of the motor. There is no mechanism and no gearing, the working part being mounted directly on the arbor of the motor. The weight is about two pounds. It is quite as simple and easily operated as an ordinary electric fan or electric iron."

EARLY MEMORIES—Remarkable instances of memories of extreme infancy, including one of a man who remembered details of a fire which happened when he was a baby of eight months, and one of a woman who remembered what happened a few minutes after her birth, were recounted recently by Mr. J. A. Hadfield, psychologist of London University, England, before a section meeting of the British Psychological Society. We quote from Dr. E. E. Free's *Week's Science* (New York):

"Too many parents assume, Mr. Hadfield said, that babies are 'too young to understand.' Infants are permitted to witness disturbing sights or sounds from which children a few years older are kept away. Perhaps, Mr. Hadfield admits, a baby may be too young to understand, but it is never too young to remember and to be disturbed by the memory in later life. In one instance a choking fit brought on by too strong a dose of smoke from a drug at an age of less than two and a half years was remembered so vividly by one of Mr. Hadfield's patients, altho not clearly or consciously, that it was the cause of asthma in adult life."

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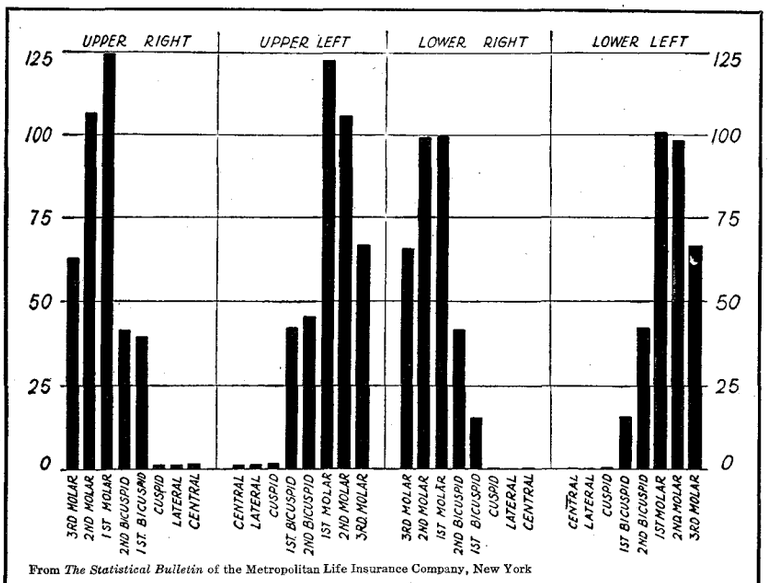
WHY TEETH DECAY

A PERFECT SET OF TEETH is among the rarest of natural phenomena. *The Statistical Bulletin* of the Metropolitan Life Insurance Company (New York) reports that among nearly twenty thousand Home Office employees who have received dental examinations in the last twelve years, only two sets of perfect teeth have ever been found. A systematic study of dental conditions, carried out for the company by Dr. T. P. Hyatt, has revealed many interesting facts. Says *The Bulletin:*

"Decay of teeth is not a matter of chance. Certain teeth, and certain particular surfaces of these teeth, are far more susceptible than others. The significant fact is that the surfaces found to be especially subject to decay are the very surfaces which are known to dentists to have naturally weak points in their enamel—pits and fissures that exist from the time the tooth is formed. It is in these natural crevices that bacteria find an ideal breeding place and produce dental decay. So marked is this feature that it has even been recommended that such natural pits and fissures should be cut and filled before any decay ever appears in them. At any rate, the knowledge that decay appears constantly in specific locations should be a distinct aid to those in whose care rests a program of preventive dental hygiene.



From *The Statistical Bulletin* of the Metropolitan Life Insurance Company, New York

SUSCEPTIBILITY OF TEETH TO DECAY

This graph, based upon investigations of the Metropolitan Life Insurance Company among its employees, records the number of cavities in the occlusal (biting) surfaces for 100 teeth of each specified kind. Note that the molars, especially the first and second, are peculiarly susceptible to decay.

"Some of the results of the examinations of the employees are shown in the chart.

"For the general reader not acquainted with the technical terms of dentistry, an explanation may be desirable. The five surfaces of a tooth are described as follows: *buccal*, the surface turned toward the lips or the cheeks; *lingual*, the surface turned toward the tongue; *mesial* and *distal*, the surfaces contacting with an adjacent tooth, the mesial being the one nearer the median line of the jaw, distal that farther removed; *occlusal* is the biting surface.

"The outstanding fact brought out is that the occlusal surfaces of the first and second molars, both upper and lower, are by a large margin the most susceptible to decay. The first and second molars actually average more than one occlusal cavity per tooth! The occlusal surfaces of the two upper bicuspids also have a high susceptibility, tho less than half that of the first and second molars. The first bicuspid of the lower jaw, on the other hand, is fairly resistant on the occlusal surface. All these facts can be easily read off the accompanying graph, which shows only the figures for the occlusal surfaces. Of surfaces other than the occlusal, the only ones that rise to the level of 50 per cent. susceptibility are the buccal surfaces of the lower first molars.

"The incisors (central and lateral, that is, the eight front teeth) are relatively resistant. What cavities they have fall almost exclusively on the mesial and distal surfaces; the lingual surfaces of the upper laterals, however, also rise above the general level of the otherwise rather resistant surfaces of the front teeth."

NEW ZEALAND'S CAVE GLOW-WORMS

REMARKABLE GLOW-WORMS, living in caves and found only in New Zealand, are described in *The Mid-Pacific* (Honolulu) by J. Drummond, from information sent to the Pan-Pacific Research Institute by B. F. Hulse. The latest facts about them were secured by P. Searl of Glen Massey, New Zealand, we are told by the author. He goes on to say:

"Mr. Searl, describing them in their young, or larval, stages, states that they are up to three-quarters of an inch long, hang suspended by a thread about half an inch long, and shine so brilliantly that a newspaper may be read by their light. They are found overhanging a creek or at a cutting in a roadside, usually where it is covered by ferns. They continue to shine when they are picked up and carried for a few hours. Some collected by him were placed with clay in a match-box and sent to a friend in Auckland. They were unpacked two days later and were taken outside in the dark, and an hour later one of them lighted up its lamp.

"They are probably the same species as the glow-worms that beautify the Waitomo Caves like sparkling diamonds. Their name is *Arachnocampa luminosa*, that is, luminous spiderlike creatures. This refers to their habit of spinning a garment like a spider's web. As far as is known all glow-worms in New Zealand belong to that species. Their resemblance to spiders, as far as habits are concerned, is not fanciful. The thread mentioned by Mr. Searl is usually one of several. Minute globules of sticky substance on the threads give them the appearance of strings of beads. Mr. A. Tonnoir, entomologist at Canterbury Museum, who has New Zealand's glow-worms under observation, explains that when a tiny insect, such as a midge, attracted by the light, touches the thread, it is lost beyond all hope. There it sticks, struggle as it may. The vibrations caused by its struggles attract the attention of the glow-worm, which quickly winds up the hanging thread, in the way in which an angler winds in his line. The midge is eaten and absorbed, and not merely sucked after the manner of the spider and the fly.

"A glow-worm larva—the grub or caterpillar—is slimy, fragile, and dirty gray in color, and has a skin so transparent that it is possible to see all its internal organs. Full grown, it has a segmented body, no legs, and a lamp carried inside the last segment. It makes a silk sheath, placed horizontally and saturated with a slimy liquid. Inside that contraption, it glides backwards and forwards.

"Mr. Tonnoir estimates the average life of a glow-worm larva at several months, altho the length of life depends on the food supply. When it has reached its full size it reabsorbs all the hanging threads. For the first time it leaves the silken sheath, hangs down from it, and then goes through one of the most mysterious and amazing experiences in nature's wide realm, the change from a grub to a chrysalis. In that stage it retains its luminosity, but takes no food. In a few days another amazing change takes place. Out of the chrysalis there emerges a perfect insect, a dainty, dark-winged fly, about twice as large as a mosquito, and not unlike a small daddy-longlegs. It shuns daylight, and is seldom seen. This is, in part, the life history of New Zealand's glow-worm, but not of any glow-worm in other countries.

"In the Waitomo Caves, Mr. Tonnoir found ideal conditions for glow-worms. The stream that flows through the cave has a bed exceedingly rich in mud. This contains a large percentage of organic matter, on which millions of midges' grubs feed. The grubs are soon transformed into tiny midges, which, emerging from the water, are attracted by the beautiful glow-worms to the roof of the cave, and there they fall into the silken snares. The hundreds of thousands of glow-worms in the cave—their number is limited by only the roof space above the river—is accounted for, Mr. Tonnoir believes, by their very abundant food supply."

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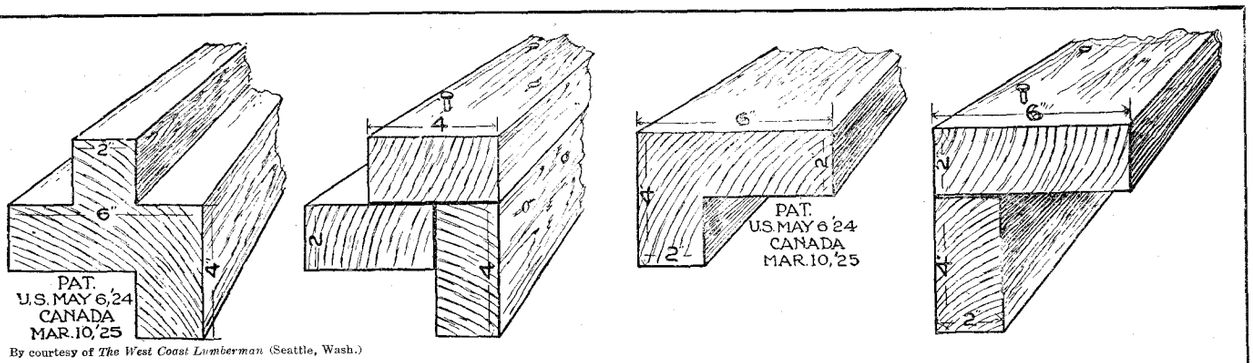

By courtesy of *The West Coast Lumberman* (Seattle, Wash.)

HOW THE SAWMILL CAN SIMPLIFY THE CARPENTER'S JOB

The two figures on the left are "house corners"—the first solid or "fabricated," the second of the old nailed type. The two drawings on the right afford a comparison between a fabricated ell and a nailed ell.

FABRICATED LUMBER

CONSTRUCTIONAL MATERIAL TURNED OUT from a factory in such shape as to be easily and quickly assembled is said to be "fabricated," and the same word is also applied to the completed assemblage—a ship, or a house, or what not. Fabricated steel ships became familiar during the World War, to readers of the current news. Now it is proposed to apply the same principles to lumber, which will be turned out directly from the sawmill in shapes and sizes ready to be put together as a house or a barn. Many of these forms are those long familiar to builders but now shaped by nailing together the requisite strips of wood. By the new plan they would be sawed out solid from the log. Ross Houston, of Tacoma, Washington, a pioneer in this kind of construction, describes it and makes a plea for its general adoption in *The West Coast Lumberman* (Seattle). He writes:

"It is well known that the content of commercial trees is utilized in part only and that lumber is the chief item of the part reclaimed. The kind of lumber derivable from any given stand of timber will fix the potential value of the timber. If the timbered regions to-day are comprised of trees which will yield better and more valuable timber than is being made, neglect or refusal to obtain this yield should be dealt with summarily so that suitable stands of timber may be made of greater use.

"This is essentially a problem of correct manufacture and distribution. Timber, privately owned and fostered at public cost while subjected to a prodigal program of conversion into low valued tonnage for world-wide distribution, most certainly will never contribute extensively to either the needs or welfare of the country.

"The public at large, and the lumbermen in particular, will, sooner or later, come to realize that the 'inch-board' and the rectangular 'timber' are not the only shapes of sawmill products to be obtained from the logs at the sawmill. The triangle may be obtained as easily as the square, and as in steel production further shapes such as Ell, Tee, Zee, cross, and others, suitable for structural and factory purposes and general use, may be sawn with comparative ease, thus adding to and extending the patterns and uses of lumber, and upsetting the fallacies which have held the business back.

"Stated definitely, the industry needs:

"1. Modernized types of lumber—fabrication of the log content at the sawmill into more attractive, convenient, and serviceable forms for the consumers' use. Much of the product must be genuinely different than any heretofore made at the mills. Standardization of sizes and certain patterns will always be essential, but will not reclaim the consumer or materially increase the uses of wood. Ultimately the lumbermen must offer their product in the form most suitable for the consumer. The cross panel door was a success because of its adaptability, pattern and price.

"2. In conjunction with the foregoing requirement, lumbermen need the right and the means to enter into enforceable agreement among themselves as to the market values of their products, as well as to the method and manner of their sale and disposition.

"Assuming that a comprehensive schedule of patterns, more completely utilizing the log and more suitable for and acceptable to the consumer than hitherto, were now available, and further, that there were laws granting lumbermen the right to agree on the prices of their products, it would then be inconceivable that any bona fide lumberman would not whole-heartedly desire and seek the benefits of such an opportunity.

"It so happens that privileges equivalent in every material respect to those above named, are now available. We have been engaged for some time in making, selling and putting into use for demonstration purposes a number of patterns selected at random from a schedule of new log products. We call these patterns lumber shapes, a partial list of which are enumerated below. Each shape is convertible into two or more uses.

"Included in our present special lumber shapes are: House framing, house trim and fixtures, barn, shed, and factory framing, a great variety of factory stock for remanufacture, window and door-framing stock, retail stock for cabinet work and special uses, including store fixtures, sign-board material, concrete-forms material, columns, newels, conduit stock, street and other gutter stock, cross-arm blanks, railway-car material, special bridge-construction shapes, trussing material. The bulk of these items are strictly sawmill products, to be delivered into customary channels, with very little extra effort on the part of efficient sawmill management and at negligible expense.

"The commercial objective is to make the operation of sawing and marketing lumber immediately profitable—more profitable than heretofore thought possible—so that it may become a stable business rendering efficient service."

ANTIMIX PLANS FOR HOSPITAL BABIES

MOST DISTURBING TO THE HOSPITAL'S PUBLIC, says *The Modern Hospital* (Chicago), is the confusion that has occurred in maternity departments in the loss of the identity of new-born infants. It continues:

"Not infrequently one reads of the claims of a perturbed mother that the baby she took home at the conclusion of her maternity stay was not her own. As most nurses and doctors know, new-born children often fail to have any distinguishing characteristics that will enable a quick differentiation of one from the other.

"Fortunately many effective devices have been designed to prevent this mixing of babies. Such special devices now in use are the affixing of an identification circlet around the child's neck, or, of less virtue as well as less expense, the tying of a tape upon which is inscribed the child's name and date of birth, about the wrist. Adhesive plaster is sometimes used, but should be discouraged as a most inefficient practise, the mark of identification being easily removed when the baby is bathed. In not a few localities, finger-printing or foot-printing of the baby is practised. In certain States, this system of identification is required by law. The weak point in this practise, however, is that nurses are often inexpert in the art of making these impressions, and unless careful supervision is given to this form of identification, foot- or finger-prints are likely to resemble the imprint that is made by the feet of certain wild animals in the mud along a stream bank. The fact that it is a baby's foot or hand might be clear, but as to which baby's would still be an enigma. However, this is not said to discourage the employment of the system, but to encourage greater care in carrying out its details."

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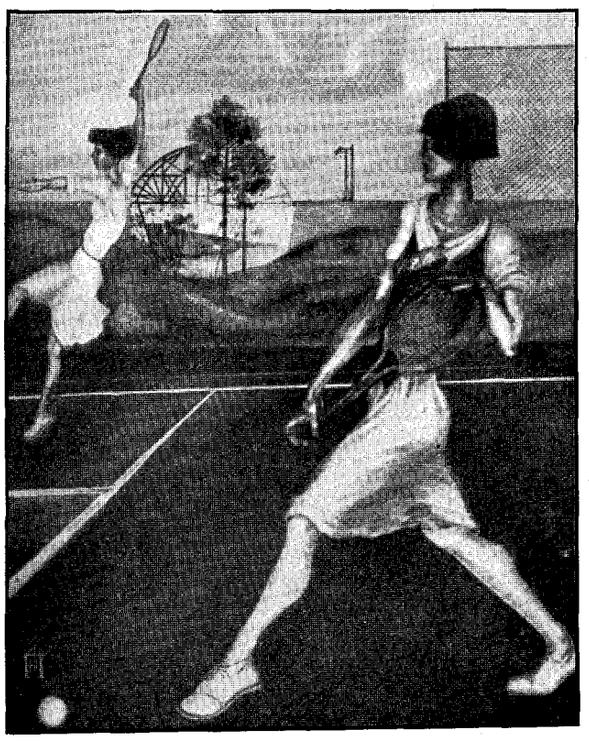
LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

RUSSIAN ART REACTS

RUSSIAN ART HAS RECOVERED from its extreme devotion to futurism. It had to; for, like everything else in Russia, it came under Government jurisdiction. At least artists were told what not to paint; or how not to paint, and leave their abstractions and come down to earth where



RUSSIA AT PLAY

A game of tennis as the Russian artist Jurij Pimenoff sees it.

people could understand what they were about. Recent exhibitions show a "very interesting culture development," says Willi Wolfradt in *Die Woche* (Berlin). "Both in style and interpretation, they are quite different from the daring experiments of the first days of the Soviet régime. In many respects, they indicate a return to the naturalistic panoramic style of painting of Vereschtchagin and Repin, representatives of the artistic Russia of the nineteenth century." We read:

"After the revolution, the Russian artists and painters surpassed themselves in radical attempts, the basic idea of which was a marked aversion to all things traditional. The most daring form-ideas of the western European modernists were eagerly caught up and developed to an extreme. The cubistic influences brought forth eccentric trifles and the hitherto accepted conceptions of painting were overthrown. An art, stamped with the extremist's idea of being without objective, cropped up which took pleasure in the strangest styles of construction. So, for example, it did not hesitate to create heads of tin and celluloid, or to call a small rectangle of only one color, a painting.

"There can be no doubt that some talent and genius was brought to light throughout these presumptuous attempts, and in particular, because the consistent adaptation of technical form to the language of art had been of influence in the entire world. But in Russia itself, opposition steadily grew to this trend which reveled in theory and absurdities which, after all, could offer nothing to satisfy the simple desires of the masses. This art, which had degenerated into the abstract problems of the ateliers, proved to be entirely unsuited to depict, so that every one could understand them, the contents of the revolutionary events and the new actualities such as the needs of the political propaganda demanded. It was not even able to produce recognizable portraits of the Russian leaders, so that this fact alone brought about the official change in the artistic trend. A few years ago, a definite reversion to the popular, comprehensible style of painting was brought about by the demand of the masses and the protection of the authorities. A new program, the so-called A H H R art—such abbreviations for the designation of a system are very popular in Russia—was inaugurated in opposition to the proud, incomprehensible schools of painting then en vogue. The A H H R art, therefore, stands for realistic representation, a representation that is by no means meant for the intellectuals alone, as against the form-problems and abstractions of the previously prevalent estheticism."

Four schools of painting have been developed out of this trend toward "objectivity," says D. Avanowitsch in the *Illustrirte Zeitung* (Leipzig), meaning of course the return to "realism" mentioned by the writer in *Die Woche*. Thus:

"Painters, such as Tschaschnikoff, belonging to the first school, identify realism with naturalism. The number of these artists is rather important, but their talent, on the whole, is one-sided. They are satisfied in the proud realization of rescuing art from the degeneration of futurism, etc.

"The representatives of the second school, the impressionists, have better forces at their command. They are made up of two generations. The older—K. Korowin, Malawin, A. Archipoff—went over to impressionism from the painting technique, which is many-colored, coarse-grained, dynamic. They are quite nationalistic in their art and prefer subjects taken from Russian life. The younger generation—R. Falk, P. Kontschalosky, A. Kozdestwensky and others—have taken over impressionism from the West. Their example, above all others, is Cézanne. They stress color over drawing. They do not only wish to offer actuality, but to realize the impression of that actuality in their representations. Formerly newcomers in Russian art, these impressionists have now almost lost all feeling with the modern trend.

"In this direction, their contemporaries, the artists who are members of the 'Four Arts Society,' are much happier. From the symbolism which was formerly prevalent, they have gradually come over to a monumental realism. M. Sarian—he does not deny his Armenian extraction in his art—paints broad, imposing landscapes in which the spirit of the Orient predominates. Pawel Kusnezoff, who uses figures for decorative purposes in his landscapes, shows a fresh, clear rationalism of form and, in his technique, approaches the fresco painters. The third important adherent of this school, K. Pteroff-Wodkin, who is also an important writer and thinker, attempts to portray the psychology of the modern man. A group apart, is made up of the 'OST' Society (Society for Tablet Painting). Its members are, without exception, young persons. Before the return to realism, they were the earnest representatives of cubism and futurism."

"NO FUNERAL GLOOM"—Not a few people are under the same impression as those referred to below by the "Diarist" in the London *Evening Standard:*

"I found on Saturday several people who were under the impression that Ellen Terry had herself composed the verse beginning 'No funeral gloom, my dears, when I am gone,' which was quoted in nearly all the notices of her death, but the lines were copied in many a Victorian diary.

"They were written by William Allingham, the author of 'Up the Airy Mountain' and 'Two Ducks on a Pond.'"

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BRITON DEFENDS RHODES SCHOLARS

MUCH CRITICISM BOTH OF THE RHODES scholars and the Rhodes scholarship idea has existed ever since the Trust was established approximately twenty-three years ago. "The outbursts in the United States have come periodically, and with a constancy that almost rivals the seasons," remarks a writer on the London *Spectator*. That this writer, Mr. Louis M. Jiggitts, is British and that his article is a sturdy defense not only of the Trust but of the American beneficiaries make his words doubly interesting to us. Thirty-two new Rhodes Scholars from as many States were elected on December 10 out of 489 candidates and ninety colleges and universities, and will enter Oxford in October of the current year. So it is incumbent upon us to refresh our minds on the purpose of the Rhodes idea, and consider whether, as the writer points out, some of the criticism is "just and pertinent." First he tries to correct some "gross misunderstandings":

"There were some few who expected Rhodes Scholars to develop into super-intellectuals. If they expected the Rhodes Trust to develop a race of geniuses, they have obviously been disappointed. But because the Rhodes Trust has quite naturally failed to produce a group of super-intellectuals, there is hardly justification for boldly consigning every Rhodes Scholar to hopeless mediocrity, as many captious critics take pleasure in doing. To decide intelligently whether or not the Rhodes ideal has failed, it is necessary to understand, as far as possible, Cecil Rhodes's purposes and intentions.

"The qualities which the Selection Committees should look for in candidates for a scholarship were defined by Mr. Rhodes as follows:

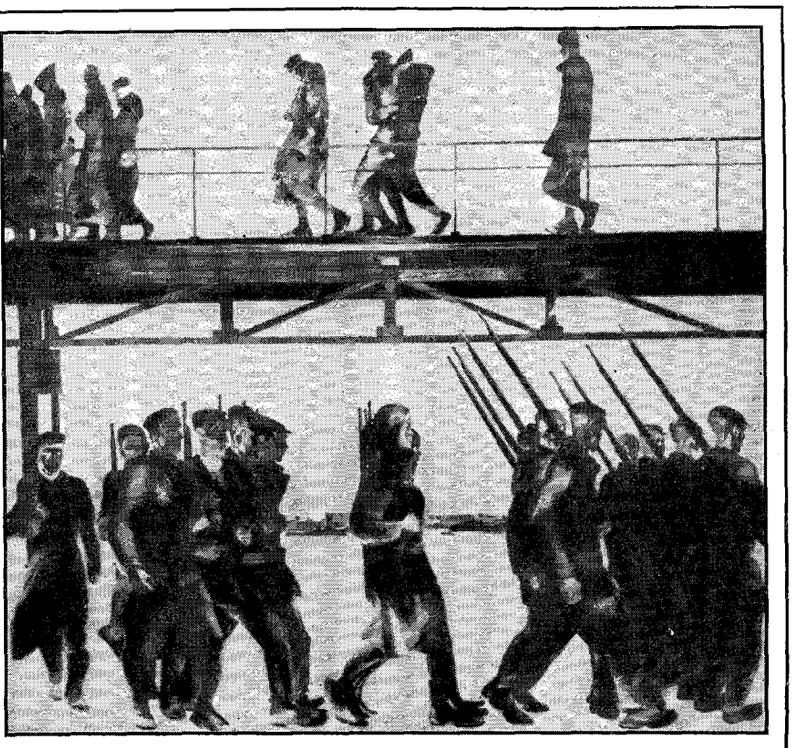
"'My desire being that the students who shall be elected to the Scholarship shall not be merely bookworms, I direct that in the election of a student to a Scholarship regard shall be had to (i) his literary and scholastic attainments; (ii) his fondness of and success in manly outdoor sports such as cricket, football, and the like; (iii) his qualities of manhood, truth, courage, devotion to duty, sympathy for and protection of the weak, kindliness, unselfishness, and fellowship, and (iv) his exhibition during schools days of moral force of character and of instincts to lead and to take an interest in his schoolmates, for those latter attributes will be likely in after life to guide him to esteem the performance of public duties as his highest aims.'"

Quoting Mr. Philip Kerr, Secretary of the Rhodes Trust, Mr. Jiggitts says that "it was undoubtedly Mr. Rhodes's idea that his Scholars should be, not merely good or average men, but, so far as possible, exceptional men." And so he surveys the accomplishments of the American Scholars since the establishment of the Trust:

"As students at Oxford University, the American Scholars have done extremely well. They have, incidentally, made much better records than the American students who have gone to Oxford independently. While falling below the attainments of the British open scholars, during a twenty-year average, they have far surpassed the Oxford Commoners in scholarship records. And last year they attained more first and seconds combined than did the British open scholars. In other activities of the University the Americans, considering their number, have rather more than held their own.

"During the twenty-two years in which the Rhodes Scholarship System has been in operation, about twelve hundred and fifty Rhodes Scholars have entered Oxford. Of these rather more than half have been scholars from the United States. The best information at present available as to the professions, business, or positions of the American Scholars who have completed their courses at Oxford shows: Teaching, 243; Law, 161; Business, 61; Social and Philanthropic, 24; Medicine, 23; Journalism or Publishing, 22; Ministry, 19; Farming, etc., 12; Research Work, 11; Diplomatic, 8; Chemical Industry, 7; Administration and Government Service, 6; Army, 3; Engineering, 2; Forestry, 2; Mining, 1; Secretarial, 3. It will be seen that approximately 40 per cent. of the Scholars are in the teaching profession and about 25 per cent. in the legal profession.

"Among the American Scholars there are a dozen educational executives, several outstanding literary figures, a Judge of a State Supreme Court, a Judge of the Mixed Tribunal of Egypt, the U. S. Commissioner of Education, at least thirty prominent lawyers, six outstanding physicians, a United States District Attorney, nine college deans, and forty-three full professors.



BATTLE OF PETERSBURG

Deinecke thus symbolizes the end of the city of the Czars.

There are some twelve who are numbered among the successful business men of the nation, four distinguished in journalism, and about half a dozen in politics. One is considered a leading authority on Elizabethan literature, while another Rhodes Scholar, to quote Prof. Frank Aydelotte, American Secretary of the Rhodes Trust, 'is one of the two or three leading authorities of the United States on the diplomatic background of the World War.' At least two have attained not only national but international eminence.

"When it is recalled that fully 75 per cent. of the American Scholars are still in their thirties the record of achievements becomes more impressive. It is often forgotten, or ignored, that the oldest Rhodes Scholars are yet in their forties. Not one can be said to have reached the so-called middle-age period of life. At forty many men are on the road to success; but few have attained distinction."

In 1918 the Rhodes Trust inaugurated a new system of selecting scholars:

"Prior to the World War the applicants for a scholarship were required to stand written competitive examinations, and the selection was based largely upon the result of the examination. In 1918 the system was changed entirely. Selection Committees in each State, composed, with the possible exception of one member, of former Rhodes Scholars, judge the applicants upon the records they have made in their respective universities and colleges.

"This innovation was expected to improve the standard of the Rhodes Scholars. In so far as the record of the American Scholars at the University of Oxford is concerned the new system has met with remarkable success, and the work of the Scholars at the University since 1918 has shown a marked improvement over pre-war years. However, as the oldest Rhodes Scholar, selected

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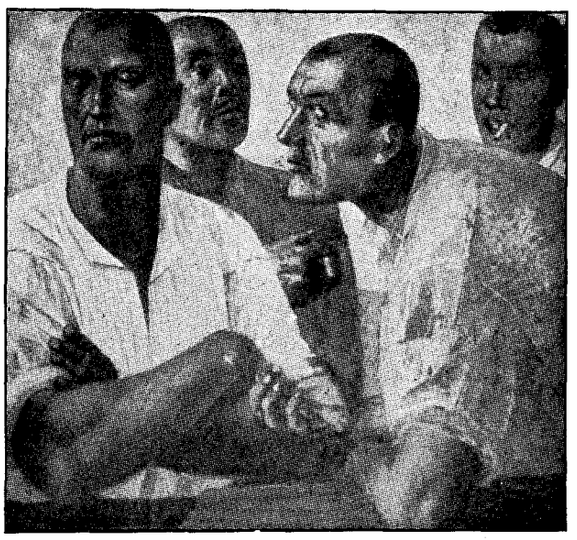
under the system now in force, has only been out in life some five or six years, it is rather difficult to foretell success or failure. But if the University attainments are any indication, the new Rhodes Scholars are likely to surpass the old in achievements.

"One wonders whether or not Cecil Rhodes, if living, would approve of the results obtained by his American Rhodes Scholars. One wonders what he meant by his wish that his Scholars should 'esteem the performance of public duties as their highest aims.' If he desired that his Scholars should become 'public servants,' he would doubtless be disappointed. The occupation of 'public servant' is not a popular one with the American Scholars, and politics has been generally eschewed by the great majority of them. If, on the other hand, he felt that public duties might be performed by others than politicians and public servants, he might well be gratified.

"Tho small in number, the Rhodes Scholars have exerted an influence that has been felt in all sections of the country. Particularly is this so in educational circles. The present wide-spread and very serious attempt to introduce into the United States the best features of the English educational system can be attributed to the Rhodes Scholar influence.

"Inspired largely by the success of the Rhodes Scholarships, American philanthropists have organized various systems of scholarships 'reciprocating the Rhodes Scholarships and bringing Englishmen to study in this country.' Such scholarships are likely to prove a great benefit to international harmony, for 'there is no more fruitful agency for international peace than the interchange of students.'"



THE ETERNAL ARGUMENT

K. Pteroff pictures one Russian talker hard to convince.

THE COVER—Here is a puzzle for those who are interested in the wild flowers of the West. Perhaps some of these may be found in other localities, but as our title indicates they are representative of Glacier National Park. Find, if you will, the Lupine, Brown-eyed Susan, White Bog Orchid, Valerian, Paint Brush, and Meadow Rue. They are all jumbled together to make a brilliant mass of color. The artist, Katheryn Woodman Leighton, is an emigrant from a provincial New England village into the Far West, where she now resides. Before going to California, her studies were pursued in Boston and New York, but now she is recognized as one of the leading Western artists. Quoting from *California Arts:*

"She has proven in her expression of the Northwest that she is out of the ordinary class, stands alone as a woman artist in the things she has accomplished.

"Mrs. Leighton has achieved in the landscape field vigorous and thrilling studies of Glacier National Park, and has given the world some of the most convincing and remarkable views of the grandeur and charm of the scenic wonder that has been unexplored by artist, and is a competitive spot in beauty to any country.

"Mrs. Leighton's real triumph was in the recognition of her work by the Great Northern Railway. In their châlet, in the Glacier National Park, she has made historical Indian studies for the purpose of preserving a record of the traditions and life of the old Blackfeet Indians. The entire collection has great value in showing their picturesqueness, sturdiness, customs, dress, and ceremonials. They are preserved by the railroad as a permanent educational exhibition. Clad in authentic dress, the portraits of the Indian are splendid specimens historically as well as artistically.

"A visit to Mrs. Leighton's studio adjoining her homey bungalow in Los Angeles gives an intimate picture of a great artist, whose career is a part of home life. As a pal, her successful attorney husband, Edward E. Leighton, and strapping, handsome son, an authority on Indian archeology, have journeyed with the artist on her many trips into the open.

"She has an important place in civic and club life of California, and is always creating in her path of activities the best in art. Mrs. Leighton has been indefatigable in bringing an appreciation of art into homes and clubs. . . .

"Mrs. Leighton's appreciation of the desert abloom, the beautiful scenery of the High Sierras or the Canadian Rockies, and the individuality of the 'Blackfoot Colony,' the Indians of Glacier National Park, should be far-reaching in influencing the young painter to realize they have all at hand to find the best inspiration in art and nature."

DO WE NEED "RHETORIC"?

SPECULATION IS RIFE as to just what the late Avery Hopwood had in mind when he bequeathed to the University of Michigan a fund estimated at $150,000, "to be awarded annually to students in the Department of Rhetoric, who perform the best creative work in dramatic writing, fiction, poetry, and the essay." Students are to have the "widest possible latitude," and "the new, the unusual, and the radical are to be especially encouraged." Perhaps Mr. Hopwood, who as a playwright amassed a large fortune, used too much "latitude" in defining the character of his gift. The New York *World* stops with the word "Rhetoric," and seems to feel Mr. Hopwood desired a revolution there, for it writes:

"It will surely be interesting to see what this leads to. The trouble with the teaching of rhetoric, and indeed of all English composition, as it goes on in most of our colleges and universities, is that it is too conventional and hidebound. It has its standard list of subjects which it assigns students to write about, it has its standard list of faults which must be avoided, it has its correction charts for the rewriting of themes, it has its standard texts which must be studied. Taxed with the obvious faults in this system, which are that it reduces all writing on the part of students to mechanical drudgery, it replies that, while this is true, it is quite unavoidable. It says that most of the students are utterly unprepared; that altho they are supposed to have had grammar in high school, they actually do not know a preposition from a monkey-wrench; that the main point, therefore, is to drum the elements of correct expression into their heads and let the higher branches, where interesting instruction might be provided, go hang.

"It is not clear that this excuse will hold water. Are the students so badly prepared? One doubts. Most of them can speak the language of the day well enough, and also write it. What they can neither speak nor write is the stiff, archaic language that the professor tries to impose upon them. They find it hard to get through their heads the subtleties of the 'comma fault,' e. g., the use of a comma where a semicolon is supposed to be required, between two clauses not connected by a conjunction—because the distinction between a comma and a semicolon tends more and more to disappear and is rigidly retained only by professors. They do not see the reason for the 'verb fault,' e. g., the writing of a sentence without a predicate—because they encounter it everywhere, even in the stuff of good writers.

"In short, they speak one language, and the professor tries to make them speak another language, and one that no longer exists. It is to correct this situation, one imagines, that Hopwood bequeathed his money. And one hopes that to some extent he succeeds."

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ELLEN TERRY IN LATER YEARS

AMERICA HOLDS THE PICTURE of Ellen Terry in her full maturity, as we showed our readers last week. Now the London papers have come along, and we gain some knowledge of the years when she was old—but still joyous. Mr. St. John Ervine, in the London *Observer*, is our informant:

"The last of the four great European actresses has taken her call and left the stage. Réjane went, and Duse went, and Bernhardt went, and now Ellen Terry has gone. An era has been closed. The great figures who flourished when our fathers were young have withdrawn, and we, who remember their acting, will presently be talking of them to a generation which will listen to us as impatiently as we should listen were one to come talking to us of the greatness of Kemble and Kean and Macready and Mrs. Siddons. These four actresses were extraordinarily different from each other. Réjane never quite forgot to be vulgar: she was a tragic Marie Lloyd; Bernhardt was magnificently meretricious; Duse was a withdrawn woman, a sort of nun of the stage, a disembodied sort of actress, who won her victory by her quietness, her still spirit that suggested a spent volcano; Ellen Terry, our dear Ellen, as she must ever remain in the memory of those who knew her, was the very mood of gaiety, who, when she shed tears, shed them quickly, so that she might soon smile again.

"She had not acted for a long time when she died, but playgoers never failed to identify her when she entered a theater, even those of them who had never seen her act. I remember that when I last saw her, a very old-looking lady, seating herself in a box, an excited whisper ran round the theater, 'That's Ellen Terry!' and instantly there were cheers and applause, and the old actress, sensing playgoers as if she were on the other side of the footlights, inclined her head and looked toward the audience she could not see—for our dear Ellen was nearly blind. People seemed to elate her. She unaffectedly enjoyed recognition and applause. When she entered a theater or a public hall and heard the cheers which greeted her, she seemed to raise her head as if she were getting ready to take her cue.

"Wherever she was, there was her stage. She was the heroine of every scene in which she appeared. She was an actress. Only once was I privileged to talk to her. She came to hear a debate between Mr. C. B. Cochran and me, and when I was taken up to her, she said, 'Let me feel your hands. I can't see you!' And I stood there, while she held my hands, and I wanted to cry because her lovely radiant eyes were blurred and blind. Her gaiety was irrepressible; she could not see, but she could still laugh, and what a happy, infectious laugh Ellen Terry had! She was an old lady—over eighty years of age when she died—but she had the laugh of a young girl. I looked at her hands, and saw that they were big hands, the big hands of an actress. (Jane Cowl has hands like Ellen Terry's: an actress's hands.) And, while I looked at them, I remembered the first time that I saw her act, and the last time that I saw her act. Irving and she came to the Grand Opera House in Belfast in a repertoire of plays, and I am proud to say that I broke open the money-box in which I was compelled to put pennies for the Conversion of the Heathen in the South of Ireland, and paid my way three times in one week to the gallery to see them both. She played *Portia* in 'The Merchant of Venice' the first time I saw her act, and years later, at a charity matinée in the Palace Theater in London, I saw her act for the last time; she spoke *Portia's* speech on Mercy.

"She was half-way to seventy then, and her memory, that often failed her in her prime, was nearly gone. She seemed very old and frail and bent until she stept on to the stage, when, marvelously, she changed. She straightened herself, her head went up and her dull eyes brightened, and she tript lightly to the center of the stage, as lightly as ever she did long ago. Then she stopt and looked, for a moment, bewildered. She could not remember the opening line of the Mercy speech. She touched the back-cloth behind her, as if she were trying to support herself, and turned to some one in the wings and said, 'Let me see, how does it begin?' The prompter gave her the words: 'The quality of mercy is not strained,' and instantly she caught them and finished the speech, in a voice that seemed to one member of the audience to be as beautiful as it was when he heard it many years ago from the gallery of the Grand Opera House, on a night when he was thought by his family to be engaged in a religious revival.

"When she had delivered the speech she went back to her place, and became again an old lady. But no one in this world was ever so young and gay as she was when she took the stage. I suppose that some would say she was not beautiful, but to me she was the most beautiful woman I had ever seen, even when she was blind. There are men and women whose lives are so radiant that they shine in our memories forever, and Ellen Terry was one of them. There was a luminous beauty in her looks that suffused those who saw her and made them feel entranced."

THE BANE OF THE MUZHIK

While houses go unroofed and peasants ragged, the Tax Collector, here pictured by Tschaschnikoff, takes his toll.

THE BUILDERS

Russian art has little to do with conventional modes of beauty. S. M. Larkow thus pictures the workers.

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RELIGION AND SOCIAL SERVICE

"WHO IS A CRIMINAL—AND WHY?"

THE "BORN CRIMINAL" of popular imagination is a myth, declares the warden of Sing Sing, New York, "but the violation of law is a fact, and those who violate the law, regardless of whether or not they are ever apprehended and convicted, are criminals—yes, just that; if the shoe fits, it must be worn." Under the question title quoted above, Warden Lewis E. Lawes says in an article contributed to *World's Work* that in his twenty-four years of prison experience, contacting with over 30,000 convicted men, he has never seen a prisoner with receding forehead, receding chin, low, beetled brow, furtive eyes, large flapping ears, etc., "foredoomed to crime by his physical make-up." That theory elaborated by Cesare Lombroso, we are reminded, was exploded by Dr. Charles Goring who, examining an equal number of English convicted criminals and non-criminals, found as many of Lombroso's physical stigmas in one class as the other. It is now known to all leading scientists, sociologists, and criminologists, continues Warden Lawes, "that lawbreakers are just as normal or abnormal as those who keep the law; that the 'born-criminal' type does not exist and never has existed. The myth of the born criminal persists because it appeals to the public's imagination and has been popularized by fiction, by the stage and screen, and by the cartoonist's pen. Show me an American who looks like Uncle Sam or an Englishman who looks like John Bull and I shall grant the possibility of finding a man who looks like the so-called typical born criminal." Popular criminal theories, made up of a curious mixture of contradictory ideas, ancient and modern, do not square with the practical facts, according to Mr. Lawes. He points out that—

"The theory of criminality upon which most of the criminal law and practise of to-day is based is fundamentally religious and quasi-philosophical in principle and assumes that all men, despite any physical, mental, and environmental differences, are equally able to distinguish between right and wrong and should, therefore, be held equally accountable to the law.

"This theory falls down in important respects. Right and wrong in a religious and moral sense are not identical with right and wrong in a legal sense—a 'right' act morally may be a 'wrong' (criminal) act legally and, of course, vice versa. Moreover, the insane, feeble-minded, and ignorant are often not able to distinguish clearly between right and wrong in either a moral or a legal sense. But in recent years there has been a tendency to overemphasize the part that insanity, feeble-mindedness, and ignorance play in criminality."

International Newsreel photograph

HE NEVER SAW A "BORN CRIMINAL"

But Warden Lewis E. Lawes, of Sing Sing, also suggests that we "unconvicted criminals" far outnumber the 30,000 of the convicted whom he has met in prison.

The correct angle from which to approach the question of the criminal, according to Warden Lawes, is that "law determines crime; there would be no crime without law and, by the same token, no criminal without law":

"A criminal is, therefore, any one and every one who commits an act forbidden by law or omits an act commanded by law. Any one who steals, be it a five-cent apple or a fifty-dollar bill, a watermelon or a car, a handkerchief or a fur coat, has committed a theft and is, in the real sense of the word, a criminal—regardless of whether or not he or she is ever tried and convicted—just as much as the man who commits a murder is a murderer and a criminal even if never apprehended and convicted.

"I have discust this point pro and con with hundreds of prominent men. Most of them when prest for an answer have admitted that at one time or another they have violated laws (committed crimes), which would have resulted in imprisonment if they had been prosecuted for them. Some even admitted a sufficient number of violations to bring a 'life sentence' under the law as it now applies to 'fourth offenders.'

"The few who would not admit the commission of a crime conceded that they could imagine conditions under which they might commit a criminal act. . . .

"Crime is not peculiar to a certain, specific type of a man. All mankind is potentially criminal under certain circumstances and conditions. Most men stumble and many fall. In every community are respectable men whose wealth has been the result of a lucky gamble that was more or less illegitimate, and that was criminal in all essential respects. Many an honored financier has made his success by 'blackjacking' competitors and by bribing officials. Such men of the 'upper-world' are as criminal as the 'blackjacking' thugs of the underworld."

Concerning the individual, Warden Lawes holds that "the 'rope' of a man's heredity, environment, education, etc., limits his area of action, but he is responsible for his choice of conduct within this area. Only rarely is this rope so short as to limit his choice to criminal conduct." The warden further avers that "society, in attempting to adhere to a jumble of theories, some of which have been exploded or discredited, and others of which are only 'half-baked,' complicates the criminal problem and—worse yet—actually produces most of its criminals. Crime, as every one knows, is general, and the prevention of crime is hampered by an antiquated system of justice."

"Society succeeds in bringing only a small number of violators before the courts, and only a small percentage of these, the 'small fry,' are convicted. The New York State Crime Commission found that there were 19,468 arrests for felonies in New York

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City in 1925. Of this total, only 5,622 were indicted, and only 1,178 were committed to Sing Sing.

"Society not only fails to catch and convict the 'big fellows,' who too often set the example or provide the incentive for the 'little fellows,' but it also blunders inexcusably in its handling of the convicted criminals. Some of these it kills—according to the old rule of 'an eye for an eye'—the others it punishes with imprisonment, varying the dose by the crime and at the whim of a judge who often knows little of practical penology. No concerted effort is made at either prevention or correction, and the result is that new criminals are being continuously created, and the old ones made worse, by unwise and often unjust treatment."

The criminality of law violation arises from human impulses that are "neither good nor bad in themselves but only in relation to other things," this prison warden observes. In handling more than 10,000 "bad" men, he has found himself faced with an equal number of paradoxes and anomalies. "The gunman-murderer in most instances proves to be tender-hearted; the bold robber, timid; the thief, honest." In work, "prisoners willingly return a great deal more to the prison and its management than is given them—be they gunmen or confidence tricksters." Many of them give themselves unsparingly and unselfishly to teaching or social service for fellow prisoners. For example:

"A call for volunteers to furnish blood for a transfusion invariably brings a large number of men who have absolutely nothing to gain thereby—not even an extra portion at the next meal. . . .

"'Old Jake'—who is a sort of assistant to every worker in the hospital—is now doing his eighth 'bit,' has spent most of his life in prison, and has been a miserable failure from a social standpoint; but in the good that he has done his fellow prisoners by long hours of patient care and drudging labor, he has been a huge success. I don't know, but I fancy that whatever his shortcomings in this world have been, 'Old Jake' will need no judge's commitment to get 'within the walls' of heaven."

More than 20 per cent. of Sing Sing prison population served the nation's flag in the World War, and the warden would stake his life on the courage of hundreds of them. Moreover, prisoners quickly recognize merit and give credit to deserving fellow prisoners, we are told, and a thief in prison is despised by prisoners committed for theft; capital punishment is strongly upheld by men imprisoned for murder. "How do they square this attitude with their own crime?"

"Simple! Their acts were not crimes to their way of thinking.

"'I believe you are here for larceny, aren't you?' I asked a prisoner who complained that his fountain-pen (later found just where he had left it) had been stolen.

"'Yes,' he replied, 'but I didn't really steal nothing. I had spent a lot of money on this girl, so when she gave me the go-by, I keeps her ring and sells it, and didn't get back near what I had spent on her.' . . .

"Several prisoners have contended that they had done no more than is being done by 'big business' every day, and that 'stealing is good business when a man succeeds and is larceny only when he fails.' . . .

"An Italian prisoner once said to me: 'When the war come, I go make a fight and kill Germans who never hurt me at all. For this I get a medal. Then I come home and this man, he slacker, ruin my sister. Now the judge he say I must do twenty years. I maybe make a murder in war, but I no make a murder to kill this snake.'"

Crime is rarely a one-sided proposition, Warden Lawes contends:

"Guilt is rarely entirely personal. Responsibility must, in most instances, be shared by society, which takes credit for a man's virtues and should by the same token acknowledge at least some of the blame for his vices. The newspapers and movies must, in many instances, share a good deal of the responsibility of crime, but so too must the schools, the churches, and many thoughtless fathers, indulgent mothers, vain wives, underpaying employers, dishonest politicians, usurious bankers, and grasping money-lenders."

"MENACE" OF A METHODIST MERGER

WARNING AGAINST POSSIBLE EFFECTS of the recent Methodist General Conference overtures for merging not only Methodist bodies but also Presbyterian and Congregational denominations, appears in the New York *Truth* (Roman Catholic) from the pen of Floyd Keeler. With dogma out of the way, practically no distinction in modes of worship, the form of ministry a secondary consideration, and business men as backers who urge the advantages of getting together, the writer thinks that in all probability the merger will take place in the course of a few years. This directly concerns Catholics in a number of ways, according to Mr. Keeler, who writes that the first thing to note is "that should such a merger be accomplished, the resultant organization would be by far the largest religious body in the United States."

"It would have approximately twice the number of adherents which are credited to the Catholic Church, which now occupies the place of preeminence. We may not feel that this concerns us, for while we naturally take a certain pride in the Church's growth and numbers, her being the largest religious body in the country is by no means essential to her welfare, and might even be detrimental to her. But there is another angle to the situation. Such an organization, represented as it would be in every part of the country, in city, village, and rural districts, would be the means of contenting people with a form of so-called Christianity more utterly at variance with the Catholic ideal than any number of separate sects, founded on a positive basis, would give. It would tend to place positive doctrine outside the pale of thought of our people, and the constant contact of Catholics with this notion would make more difficult the impressing them with the importance of doctrinal teaching. The all-too-common notion that 'it makes no difference what a man believes' would receive an added dignity, and the pall of doctrinal indifference would settle more thickly than ever around us. Thus this merger would be a serious challenge to us in forcing us to provide a much more widespread campaign of instruction than we have given in the past. The need for our laity to be able to give a reason for the faith that is in them would be greater than ever, the damage which an indifferent or poorly instructed Catholic could do would be incalculably larger, and it would be imperative that there be as few such as possible.

"The answer that 'the priest told me so,' which has become very passé even now, would suffice even less than it does, and our sermons and our school instructions could not afford to be oblivious of the fact that we have about us an intelligent, but undogmatic, people, with whom we would have to begin at the very beginning, and who would take no statement as to the necessity of a teaching Church unless we could abundantly prove it to them. It is hard enough as it is; it would be infinitely harder once the really representative Christianity of the country was definitely committed to the opposite thesis."

The "not altogether pleasing" topic of political influence is another phase of a combination of major denominations that "opens up a none-too-inviting prospect," we read:

"Tho Church and State are supposed to be entirely separate in our land, the fact that the 'churches' do exercise an enormous influence in the State is one which can not be denied. Despite a certain loss of authority, the pulpit is still a factor in determining the attitude of our people toward many questions which are not, strictly speaking, religious. There is a cohesion of thought among Protestants of certain denominations which is entirely lacking among Catholics, and the difference is due to the fact that political or politico-moral questions are usually absent from the Catholic pulpit, whereas they form no small part of the discourses of non-Catholic preachers. In some denominations this is due to a certain extent to direct suggestions from 'headquarters,' and it seems to be reasonable to assume that a body such as this proposed merger contemplates would be very apt to adopt a similar policy. It would be most unfortunate if it assumed such proportions as to force upon Catholics the taking of any steps in similar direction. Nothing more disastrous could be conceived, to my mind, than the formation of any sort of 'Catholic party' in our political system, or having any party dominated by Catholics. We have kept free of such entanglements, and certainly we desire to do so, but this plan opens up a none-too-inviting prospect in this field. There is a movement, cropping

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out now and then, which is designed to secure some sort of recognition for Protestantism as an official religion for the United States. Signs of such a movement appear here and there, and occasionally, one bolder than the rest will openly avow such an intention. The formation of a single denomination, comprising thirty-five or forty million persons, could be made a most powerful instrument in furthering such a scheme. So it is quite within the range of possibility that it may be made the means of seriously menacing not only the numerical leadership of the Catholic Church (which is of small importance) but of hindering its work of promoting the religious welfare both of its own members and of those 'other sheep' who need its ministrations."

MORE READING FOR THE BLIND

VOLUNTEER BRAILLE TRANSCRIBERS—more than nine hundred certified workers—are serving to produce fresh reading material for the blind, and Lions Clubs have taken the lead among the service organizations in financing production of new Braille books. These practical developments of social service for the blind in the United States are described in the pages of *The Outlook for the Blind*, published by the American Foundation for the Blind, New York. The first volunteer Braille transcriber for war-blinded soldiers was Mrs. Margaret H. Forgan of Baltimore, we are told. She learned how to make the Braille characters with a stylus at the Library of Congress in the summer of 1918, and was soon able to produce readable copies of editorials from *Collier's*, articles from THE LITERARY DIGEST, and other magazines. These she sent to the Evergreen training school, and after that institution was closed all copies "that had survived hard usage" were transferred to the Library of Congress for general circulation, where, we read, "the eagerness and delight of the general reader in this new literature fully justified this form of volunteer service." To-day Braille transcribing "stands unique among the other agencies for the blind in this country," according to Adelia M. Hoyt, acting director of Braille of the American Red Cross at the Library of Congress, who writes of the growth of this volunteer service. We summarize some interesting details:

The roll of more than nine hundred certified workers represents one hundred and forty-nine Red Cross chapters throughout the country and includes other organizations such as women's clubs, church societies, Junior League. In cooperation with the Library of Congress a small staff is maintained; office room, franking privilege, and other facilities are freely granted. Text-books on transcribing and proof-reading are now available. Two correspondence courses are conducted—one for sighted transcribers, the other for blind proof-readers. After a worker receives a certificate and is given permission to transcribe, her work is carefully supervised, the manuscript proof-read, corrected, shellacked and made up into proper volumes before it is presented to a library.

Concerning the output of transcriptions we read that more than one hundred volumes per month are now completed and presented to various libraries:

"They represent a wide range of literature: history, philosophy, biography, poetry, and fiction. All that any transcriber requires is the knowledge that a certain book is wanted by a library or blind reader, and she is willing to undertake it. Perfection is not claimed for these volumes, but many readers testify to the high standard of accuracy maintained."

Photograph by the American Foundation for the Blind, Inc., New York

READING A BRAILLE BOOK

Since the cost of binding hand-copied manuscript is almost prohibitive to many libraries, volunteer bookbinding has been taken up by various Red Cross chapters, the Brooklyn chapter being cited as the pioneer in this service.

Besides copying books, volunteers, have furnished Braille material for blind students in colleges, schools, in business, and professions. In the Braille service office it is stated that, only two sighted employees receive any remuneration. All other paid workers are without sight. About forty such persons, including proof-readers, instructors, and supervisors, are now receiving more or less regular compensation from the Red Cross. In the growing volunteer service work, Director Hoyt points out that—

"Braillists become interested in the local blind, serve on committees, help with clubs and associations of the blind. They seek out children and newly blinded, and these are put in touch with schools, commissions, and home teachers. Sometimes they are taught by the volunteers. Christmas cards, booklets, marked playing cards, Braille letters, and many other expressions of friendship and good-will now pass from the transcriber to touch readers, for the volunteer loves this personal touch.

"Thus has Braille transcribing helped to enrich the libraries, aided the students and been a means of educating the public to a better understanding of the blind and their problems."

Valuable additions to the supply of Braille books are being constantly made through contributions by the Lions Clubs to the Memorial Embossing Fund Library of the American Foundation for the Blind. This now includes thirty Braille volumes. The Government permits these books to go through the mail free of postage. Contributions cover the initial cost of the plates, printing and binding of fourteen copies, distributed to public libraries with departments for the blind, and containing inserts giving the name of the donor. Libraries may also secure additional copies as needed. A recent list of these new Braille books financed by Lions Clubs and similar service club organizations reveals the character of reading thus made available for the blind:

NEW YORK: Mt. Vernon, "The Girls"—Ferber; New Rochelle, "When You Write a Letter"—Clark; South Shore, Staten Island, "The Little Book of Modern Verse"—Rittenhouse; Tuckahoe, "The Rajah's Diamonds"—Stevenson; White Plains, "A Man of Property"—Galsworthy; Yonkers, "Awakening," "To Let"—Galsworthy; The Bronx, N. Y. C., "The Thundering Herd"—Zane Grey.

LONG ISLAND: Hempstead and Garden City, "In Chancery"—Galsworthy; Hollis, "The Ebb Tide"—Stevenson; Port Washington, "Lady into Fox"—Garnett; Woodhaven, "A Venetian June"—Fuller.

CONNECTICUT: Greenwich, "My Story That I Like Best"—(various authors).

NEW JERSEY: Montclair, "The Hunter's Moon"—Poole; Passaic, "Johnny Blossom"—Zwilgmeyer.

WASHINGTON, D. C.: "The Song of the Stone Wall," "My Key of Life" (Optimism), "The World I Live In," "Out of the Dark"—Helen Keller.

JUNIORS OF THE NEW JERSEY STATE FEDERATION OF WOMEN'S CLUBS: "The Promises of Dorothea"—Margaret Deland.

JUNIOR WOMEN'S CLUB OF PATERSON, NEW JERSEY: "O Pioneers!"—Willa S. Cather.

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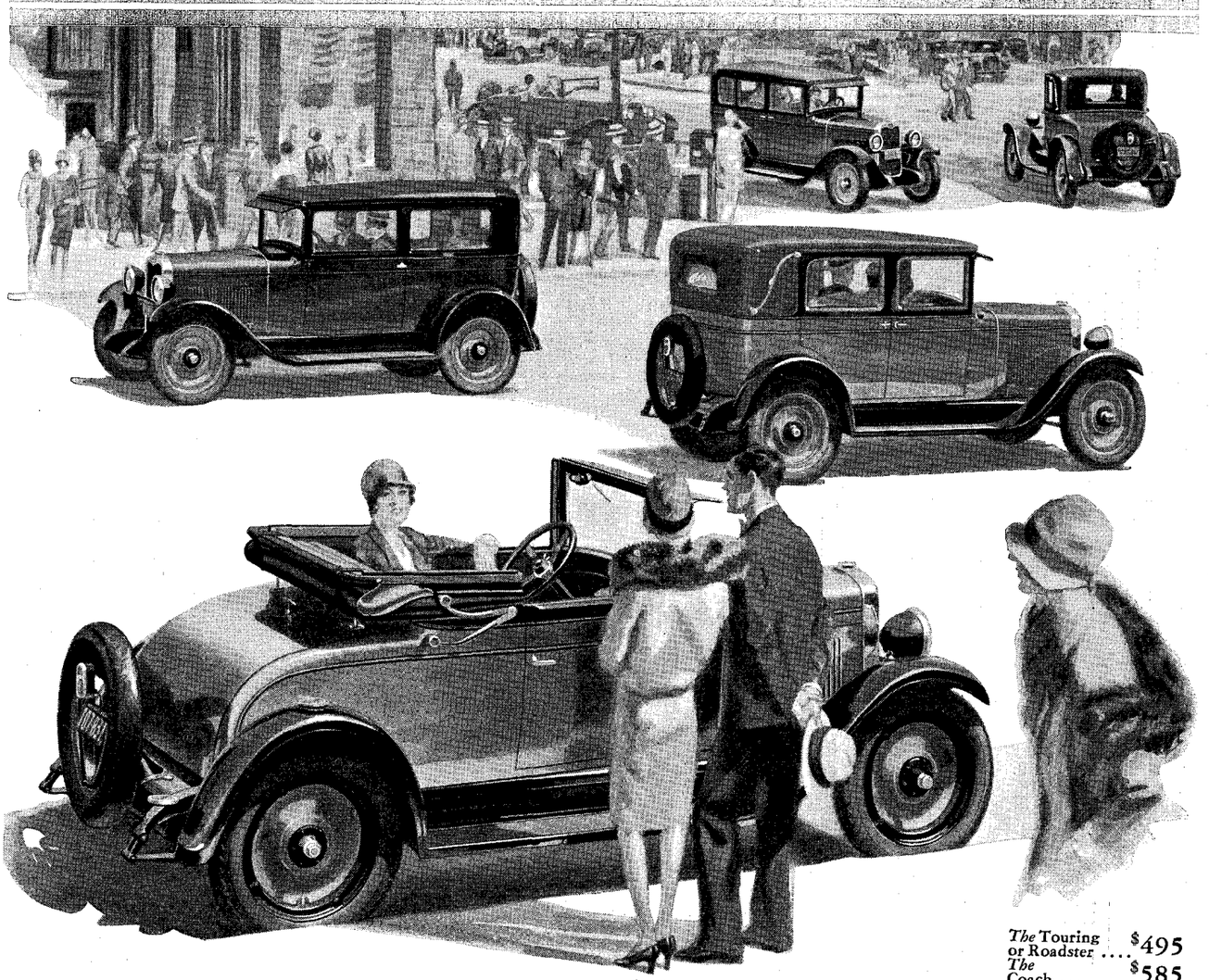

ACCLAIMED everywhere as the world's most luxurious low-priced car, the Bigger and Better Chevrolet has enjoyed such tremendous preference on the part of buyers that today it stands first choice of the nation for 1928! Over 750,000 new Chevrolets have been delivered to owners since January 1st—the largest number of automobiles sold this year by any single manufacturer! Never has any Chevrolet enjoyed such overwhelming public endorsement—for never has any low-priced car combined such impressive performance, such delightful comfort and such distinctive style!

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The Touring or Roadster	$495
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The Coupe	$595
The 4-Door Sedan	$675
The Convertible Sport Cabriolet	$695
The Imperial Landau	$715
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Utility Truck (*Chassis Only*)	$520

All prices f. o. b. Flint, Mich.

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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

MR. SCHAUFFLER'S nature poems have an individual note, and sometimes turn like this in *Contemporary Verse* into a mildly humorous conclusion:

THE SILENT PLACE

By Robert Haven Schauffler

I float on smoothed and polished jade,
A refugee from clash and roar;
Some answering of blade to blade
Whispers from grasses on the shore.

Now the old ache for peace is lulled
While my undripping paddle paces
A calm where clamor is annulled,
The silentest of silent places . . .

But what is that? As I bend ear
To the tense void of silence utter,
Far orchestras begin to near;
I catch a crude, mysterious mutter

Of zithers and of rumbling things
Like subterranean bassoons,
Or contrabasses' burly strings
Performing muffled rigadoons.

From wakening foliage, faintly borne
Above shore-plashing fiddle scales,
Murmurs a somnolent French horn.
A goldfinch tries the tune, and fails.

Tin-fluted vireos weave through all;
Shrill now above the ebb and flow
Of silence's huge concert hall,
Pierces the hyla's piccolo.

Elfin applause, a stifled cheer;
The eternal encore comes to sound;
And, clamorously, now I hear
My own heart's kettledrumstick pound.

This silent place, loud with such riot
That apprehensive hearts might fear it,
Proclaims there is no perfect quiet
Except where there is none to hear it.

THE Soviet world is trying to banish such tales from the mind of the mujhik, but England treasures her superstitions and poetizes them as here in the London *Spectator:*

THE THREE CROWS

By M. N.

There lived a witch upon a hill
With three black crows to do her will.

As soon as ever the red cock crew
They flapped their wings and away they flew.

Says farmer's wife: "A crow have took
My primest duckling out of the brook."

Says farmer's boy: "A crow have stealed
A turnip out of the turnip field."

Says farmer's maid: "A crow," says she,
"Have off with the bacon for farmer's tea."

As soon as ever the moon was up
The witch sat down by the fire to sup.

She combed her hair with her skinny claw.
There came three crows and tapped on the door.

There came three crows as black as hell,
Said: "Give us a bite, for we've served you well."

Round they flew, and down they sat
In a coal-black row beside her plate.

And ever they sang as she stirred the pot:
"We've stew for our supper, strong and hot."

THERE is a fine swing to these lines, a breath of the sea, and a tale of ghostly mystery with an Irish tang. It is from the London *Daily Express:*

THE SEA-GHOSTS

By Walter de la Mare

'Tis years fourscore
Since Rory O'More—
He and his brothers three,
Patrick, Seumas, and Timothy Tim,
With the Pole Star shining free,
Sailed with a sail, and an oar for a rudder,
Bound for the Unknown Sea.

Bound for the Unknown Sea forlore
Mariners may have sailed before,
Into the evening mist they swing,
Daring whatever the dark may bring;
And so went Timothy, Seumas and Pat,
Each with a sprig of yew in his hat,
And so sailed Rory O'More.

Sailed—but a wind came out of the cloud,
Fiping, shrill and long and loud,
Smote on the boat as they did float,
Snatched their cloaks on the stoop of the wave,
Violet, azure and emerald green,
And Rory's of scarlet brave,
Tossed them adrift on the foaming main,
Made of their sails their shroud.

But still 'tis whispered, and still 'tis said,
That fishermen, weary and hard bestead,
Hauling their nets on the whispering deep,
Numb with cold and half asleep,
Will lift their eyes from the spray and spy
Ghosts in the glint of the moon pass by—
Phantoms four, of the name of O'More,
Lifting their heads they'll see
Patrick, Seumas and Timothy Tim,
And Rory walking free,
Arm in arm, where the petrels skim
Over the billow's hissing rim,
Swinging their feet through the surf they go—
Four jolly ghosts in a glimmering row,
Four abreast, and nodding their heads.

Walking the waves these ghostly lads,
Haunting the wind with their voices four,
Timothy, Patrick, Seumas and Ror—
Rory O'More,
Striding the sea-drifts leagues from shore,
Ghosts of his brothers and Rory O'More—
Fishermen white
In the still moonlight,
Dazed with her radiance see;
And sigh in a breath,
Their beards beneath,
"There walks the O'-M-O-R-E!
We have seen the O'-M-O-R-E!"

THE rhythms of the composer's music are transmuted into verse here in *The Irish Statesman* (Dublin):

THE VALLEY OF THE BELLS

By Irene Haugh

An impression suggested by the music of "La Vallée des Cloches" (Ravel).

Monotonous ringing, far away, a solitary bell.
Where? For what? By whom? There's nobody here to tell.

Noon, silent summer noon. The flowers
Droop in the heat. Cloudless, blue, blue sky.
Haze on the convent spire. White, heat haze.
Not a stir on the leaves, not a fluttering butterfly.

Heavy, breathless noon. Even the cows
Sleepy-eyed, cease their tinkling tune
And drowse in the shade of the trees.
All things drowse in the lonely Siesta noon.

Twelve! Listen. Awake, awake peals
The Angelus bell. No stir, no answer here.
Pray, pray, an echo rings from the church
Far below. They're pealing and ringing far and near.

Awake, awake. Have you heard, oh idle one?
Why do you dream, lying all day, supine?
Up, up and pray. With your lips to the earth,
Oh, beware, beware you're drinking the Lotus wine.

Bells, bells, I hear you long ago,
In a far away home, hushing the shrill, street cries;
In the fetid, smokey air of a northern town;
Pealing and mingling with all its labouring noise.

I'm still in the valley here. They've ceased. But no.
The little convent bell! 'tis late, 'tis late.
Hurry, sister, hurry; the hour is past.
Ring out, little bell. The noon will never wait.

Silence again. Drowsy summer day.
No stir, no answer here. The sun will creep
Soon enough to the western sky. And the bees, hush.
They hum and drone "Sleep, stranger, sleep."

And still monotonous, far away, a solitary bell.
Why is it ringing now? There's nobody here to tell.

SIR WILLIAM WATSON was "collected" some years ago; now as a final reminder he edits a "selection" (Thornton Butterworth, London), where, as Robert Lynd writes in *The Daily News*, he reminds "a newer generation of his happy cunning as a craftsman. Here the young will find themselves ironically warned against writing as he writes:

'Shun, if thou wouldst by men be heard,
The comely phrase, the well-born word.'

"I think that what will most surely keep Sir William Watson's fame alive in English poetry is his genius for the epigram or for the poem that approximates to the epigram. Here he is most personal, and his indignation and his wit shine with their greatest luster. Beautiful as his ode to the first skylark in spring is, it might conceivably have been written by another poet, but 'To a Strenuous Critic' is essentially Watsonian, both in spirit and in phrase:

TO A STRENUOUS CRITIC

By William Watson

"'You scorn as idle—you who praise
Each posturing hero of the herd—
The lofty bearing of a phrase,
The noble countenance of a word.
This has no import for the age!
And so your votive wreaths you heap
On him who brought unto our Stage
A mightier dulness o'er the deep.
Great Heaven! When these with clamour shrill
Drift out to Lethe's harbour bar,
A verse of Lovelace shall be still
As vivid as a pulsing star.'

"'The lines, 'On a Too Prolific Essayist,' after referring to the method of torture by dripping water, exclaim:

"'Surely it were a torment like in kind,
If in degree less maddening, to sit still
Under the leakage of this good man's mind,
The eternal trickle of this blameless quill.'"

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Apparently safe with teeth so white

STILL 4 *out of* 5 *pay Pyorrhea's price*

If far into life you would reap the rich benefits of glorious good health you must take precautionary measures against a ruthless foe commonly called the disease of neglect, *Pyorrhea*.

So many, many people belittle this condition until too late. They keep their teeth flashing white, but they forget that teeth are only as healthy as the gums. And as a result, Pyorrhea, ignoring the teeth and attacking the gums, robs 4 persons out of 5 after forty and thousands younger (the figures of many dental clinics are even higher).

What a needless sacrifice! For with proper care this foe generally can be defeated. Have your dentist examine teeth and gums thoroughly at least once every six months. And start using Forhan's for the Gums today!

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Without the use of harsh abrasives, Forhan's cleans the teeth, restores their natural whiteness and protects them from causes of decay. And in addition it helps to firm gums and keep them healthy. As your dentist will tell you, Pyorrhea seldom attacks healthy gums.

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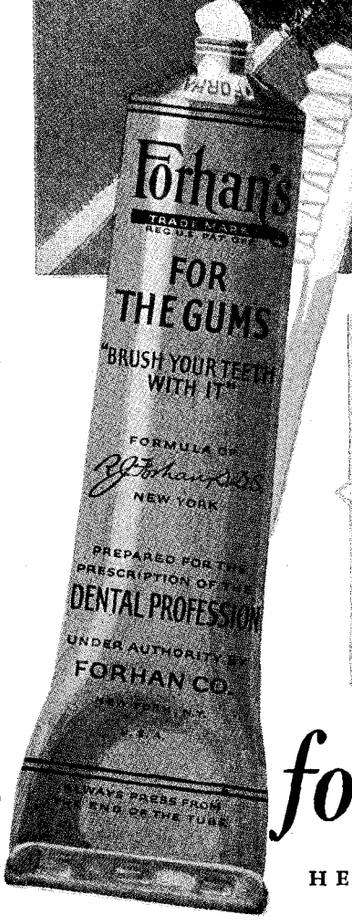
Don't Wait for Danger Signals

Prevention is far easier than cure. Instead of waiting for gums to bleed and recede from teeth, for teeth to loosen in their sockets, take precautionary measures now. Start brushing teeth and gums with Forhan's, every morning and every night. Teach your children this good habit. It will protect their precious health in later years. Get a tube of Forhan's from your druggist, 35c and 60c. Forhan Company, New York.



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Lazy, lethargic gums invite disease. And the only way to keep them firm, sound and healthy is to massage them daily just as a woman massages her face to keep it glowing with youth and free from the signs of age. Forhan's for the Gums is designed for gum massaging. Make this 10 day test. Morning and night, before brushing your teeth with Forhan's, exercise your gums, closely following the directions in the booklet that comes with each tube . . . See how much better they look and feel!

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YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS

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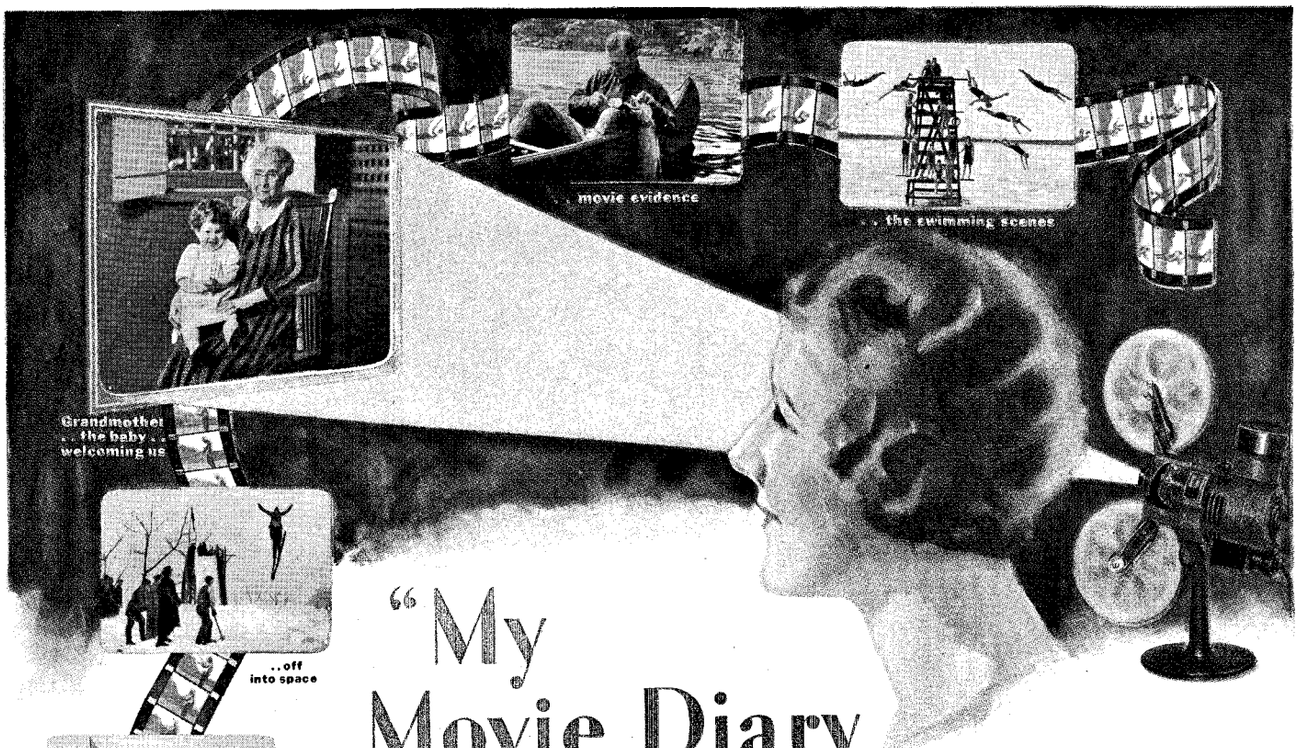
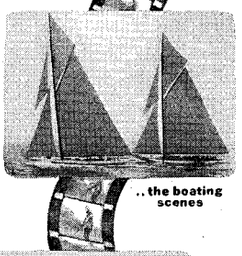
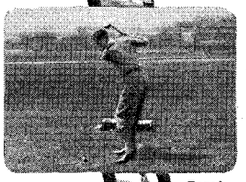
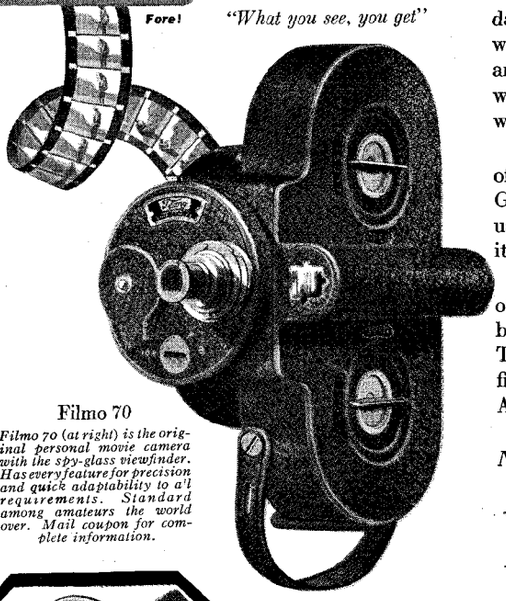


"My Movie Diary *of life and happiness*"





"What you see, you get"



"SONNY will start to high school next fall but my *movie diary* always brings *my baby* back," said Mrs. R. D. Harmon, of Chicago, "and what a joy it is!"

"My little boy . . . as he looked five years ago when we took him up to the North woods . . . in action, just as then:

"In the same film, the antics of his dad trying to land a musky that broke water . . . and line, too. The swimming and boating scenes. The lily pads in the water thoroughfares. The silence of the woodland lakes. How it all comes back!

"Then in another film, the breaking of camp, the homeward trail and Grandmother in her apron welcoming us on the porch. And before we know it, September has come.

"Now a movie on the golf links. Another on the tennis court. Football. The beloved Lindy swooping from the skies. Then a scurry of autumn leaves. The first snow fall. The ski-meet at Cary. And so on through the year . . . and years!

"Be without my Filmo Library? *Never!*" concluded Mrs. Harmon. "It's an animated diary of love and life and happiness I'd never think of parting with!"

> > >

There—in a sentence—the true description of what you buy when you choose a Filmo. Not just a machine—but a living diary of *life* and *love* and *happiness*. A million heart throbs captured forever—for yourself and others.

Bell & Howell Filmo 70 has features of adaptability and precision characteristic of the Bell & Howell professional $5,000 cameras, with which practically all featured theatre movies are made. The new, lower priced Filmo 75 is also shown, with descriptive information.

Both Filmo Cameras use Eastman Safety Film (16mm.) in the yellow box, obtained at practically all stores handling cameras and supplies. First cost covers developing and return postpaid to you, ready to show with the beautifully precise Filmo Automatic Projector. See a nearby dealer—or mail the coupon for further interesting details on Filmo movie equipment.

Filmo 70

Filmo 70 (at right) is the original personal movie camera with the spy-glass viewfinder. Has every feature for precision and quick adaptability to all requirements. Standard among amateurs the world over. Mail coupon for complete information.

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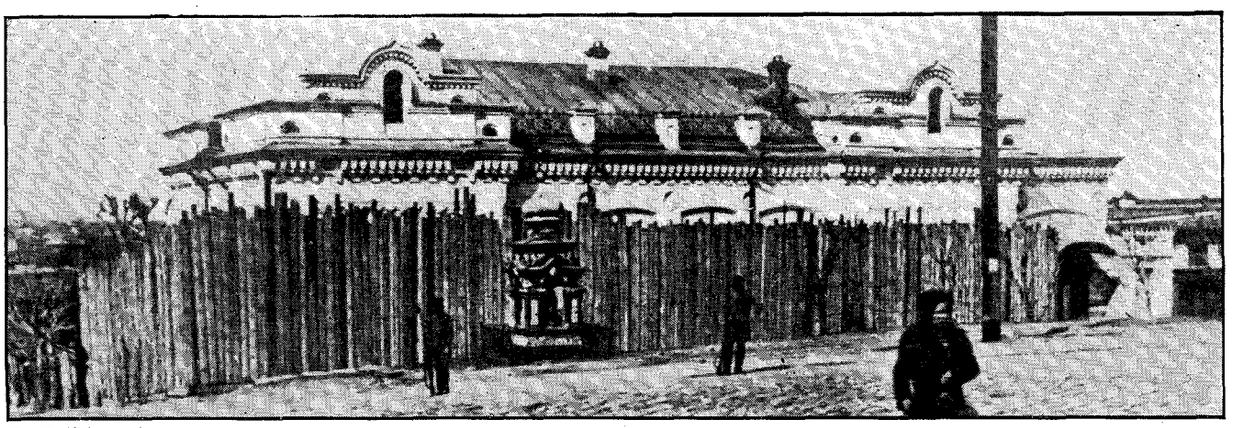

Wide World photograph

THE LAST HOME OF THE ROMANOFFS

The stockade-surrounded house at Ekaterinburg, where the members of the former Imperial family were held in captivity, and where, at the end, they were shot in a concrete storage room in the basement.

THE "CAREFREE GAIETY" OF A CAPTIVE CZAR

FLAT ON HIS FACE ON THE FLOOR, and badly frightened, lay a bearded man. A sudden and unexpected shot fired through the window had brought him to this undignified position, while his wife and two daughters, who were apparently calmer, sat near by. The door was opened and a man looked in, asking, "Is any one hurt?" The bearded man jumped to his feet, but before he could say a word his wife burst out, "Why has there been shooting? It's scandalous!" The man who had just entered told them haughtily, "You are responsible. You are fortunate to have escaped with only a little fright."

The occupants of the room did not like to be addrest thus. Only a short time before they had been Nicholas, Czar of all the Russias, Alexandra, the Czarina, and Marie and Tatiana, two of the Grand Duchesses. But now, as merely the Romanoffs, they were prisoners at Ekaterinburg, death was approaching, and they could not help how their jailers spoke to them.

The man who had told them that they were to blame for the shot was A. D. Avdeyev, a prominent member of the Soviet. He recently wrote for a Moscow newspaper, *Krasnaya Nov*, an account of the time spent in captivity by the late Imperial family, giving us many intimate pictures of them and, perhaps, casting new light on their natures. We quote, from a translation published by the New York *Times*, more details regarding the shot which had so terrified Nicholas, and the reason why it was fired. Mr. Avdeyev tells us:

The house of detention was surrounded by a wooden wall, which, however, did not altogether shut off one corner window opening on the Voznesensky Boulevard. In the upper section of the window there was a ventilator which the inmates could open or close as they wished. The window was in the room occupied by the ex-Czar and his wife.

It was in the month of June that the sentries posted on the corner outside noticed that the head of one of the daughters would appear mornings through the ventilator. The sentry warned her several times, but without avail. I informed the prisoners one evening that if any head should appear through the corner window, it would be hard to avoid unpleasant consequences, as the sentry had a right to shoot after a double warning. All the girls then declared in unison that it would not happen again.

A week passed. The head began to appear again through the ventilator. It became a daily occurrence, between the hours of seven and nine in the morning. In the street, walking back and forth, was a young high-school student, who was later identified as the son of an imprisoned merchant. We had to augment our watch outside. The sentries received instructions to fire a shot in the air as soon as a hand or a head appeared through the window.

At last the threatened shot was fired, and we have already witnessed the terror which it produced. For other details of the daily life of the imprisoned family at Ekaterinburg, and for the difficulties experienced by both the jailers and the jailed, we read on:

Prior to the arrival of the cook from Tobolsk, the prisoners had their luncheons and dinners prepared at the Soviet dining-room in accordance with their own menu. Breakfast would be prepared by Madame Demidova and the daughters in the kitchen of the house of detention.

The local convent applied for permission to deliver food products for the Romanoff family. After considering the matter in the Regional Soviet, it was decided to grant the permission for the purpose of watching the plans of the Monarchists. A strict examination of all the delivered products was instituted. It was obvious that Monarchist organizations were seeking to establish contacts with the Romanoffs through the convent. This theory proved correct.

In a bottle of cream delivered for the Romanoffs, we discovered concealed in the cork a piece of parchment on which there was a message written in English to the effect that everything was ready for the abduction of the family. Only the consent of the Romanoffs was required. The message was signed "Officer." I took the scrap of parchment to Golostchekin. It was copied. The original was replaced in the cork and delivered with the cream. Two or three days later Nicholas transmitted his answer in the same manner. The Romanoffs were agreeable, provided there was no risk involved.

Soon afterward we arrested the "Officer." He turned out to be an officer of the Austrian Army, by the name of Mahitsch. We also discovered in the convent the presence of the sister of the ex-Czarina, Elizabeth Feodorovna. [The wife of Grand Duke Sergei, the Czar's uncle, assassinated in Moscow, in 1904.] In the neighborhood of the detention house suspicious individuals with cameras were discovered on several occasions. Once a former officer attempted to gain admission into the house, armed with a forged permit from the Regional Soviet.

The prisoners' order of the day was as follows: They were up at nine in the morning. At ten they had tea, after which the commandant went through the rooms to verify their presence. Two hours were permitted for promenading. Sometimes they would take an hour in the morning and an hour in the afternoon for their outdoor exercises. Luncheon was served at one P. M., dinner between four and five, tea at seven, and supper at nine. At eleven P. M. the family retired. Between meals the ex-Czar sometimes read the works of Tolstoy, or played cards with his

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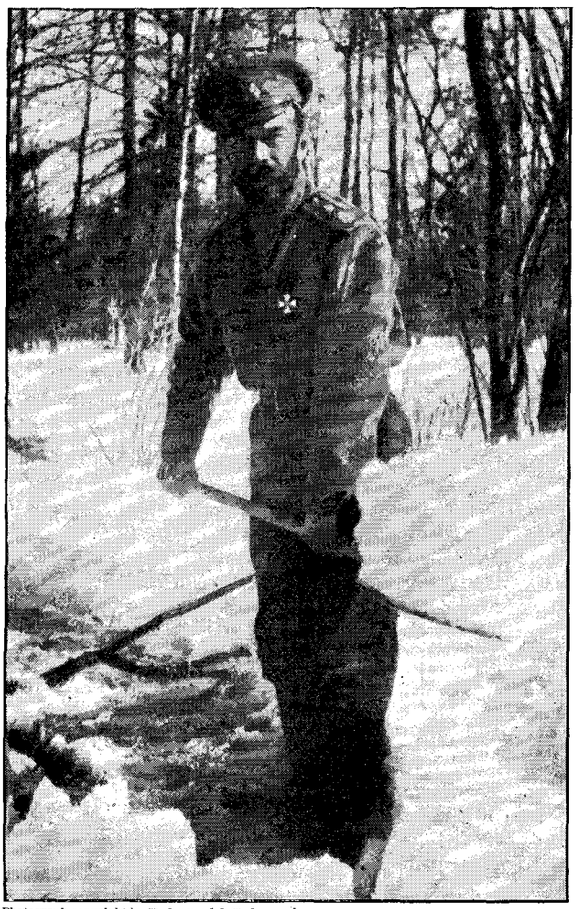

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A ROYAL HANDYMAN

Nicholas II, while under arrest at Tsarskoe-Selo, formerly his summer home, was glad to shovel snow and perform other tasks. He seemed, we are told, to delight in physical labor.

daughters. More often he paced incessantly across the dining-room, humming military tunes and army songs.

One would never have said, looking at the ex-Czar, that he was a prisoner, he conducted himself with such carefree gaiety. Dr. Botkin said that Nicholas had never been so fat as during his detention. He was none too clever. Here is an instance of his mentality. All the correspondence from the prisoners had to be written in Russian and delivered in unsealed envelops to the commandant, who transmitted it to the Regional Soviet. Once during an examination of such correspondence our attention was attracted to a letter addrest to ex-Grand Duke Nicholas Nikolaievitch. Upon careful inspection we found hidden under the lining of the envelop a thin slip of paper bearing an exact plan of the house of detention, marking the rooms of the prisoners, etc. The inscriptions under the rooms were in a form plainly indicating the author of the diagram, for they read as follows: "Commandant's," "Mine and My Wife's," "Children's," etc.

The author of the diagram was invited to the Commandant's office. Until then the ex-Czar had never been called to the office, for all the petty daily matters were settled through Dr. Botkin. When Nicholas was called to my office, it naturally created an agitation among the inhabitants of the house. The ex-Czar told the messenger that he wished to be accompanied by Dr. Botkin. This was refused. Nicholas, however, appeared, accompanied by his daughter, Marie. He declined to sit down. I asked him if he knew that under the lining of one of the letters handed in the day before there was concealed a plan of the house. He replied that he did not know of it, that possibly one of the children was responsible, and that he would inquire into the affair. When I showed him the diagram, drawn in his own hand, he was embarrassed, like a schoolboy, and declared that he did not know that it was forbidden to send out such a diagram. When asked why it had been concealed under the lining, the ex-Czar like a child apologized and said he would never do it again, adding naively:

"But you will let this one go out, won't you?"

The question was so simple that only a frightened person who lost his presence of mind, or a person who never had one, could have propounded it. After conferring with Beloborodov, I received instructions to warn Nicholas that should he continue his attempts at draftsmanship, he would be removed to the local prison and confined in a solitary cell.

"After this affair the ex-Czar began to address me by name," says the writer, "and during his outdoor exercises attempted to engage me in conversation, but always in the absence of Alexandra Feodorovna." We read on to learn Mr. Avedeyev's opinion of the relations between the Czar and Czarina, and also of the Soviet view of the Romanoffs:

It should be stated that Nicholas feared his wife. The ex-Czarina abused him both inside the house and outdoors, not being embarrassed by the presence of strangers. It was a pity that the conversation was always in English, which none of us understood, for it would certainly have been diverting to the onlookers.

In the absence of his wife, the attitude of the ex-Czar would change completely. He would talk, ask questions, run with his daughters across the yard, or march with them. He would behave more naturally, simply, which was observed by all the workingmen sentries. As soon as Alexandra appeared he was a changed man. It was clear that hers was the decisive word in all questions. And he did not even conceal his lack of will-power.

I recall some of the conversations I had with him. Once he asked me who were the Bolsheviki. I pointed out to him that five Bolshevist Deputies in the Second Duma had been exiled by him to Siberia, so that he should know who the Bolsheviki were.

In the royalist press abroad it has been said that the ex-Czar read a great deal during his imprisonment. Our observations proved the contrary. There was a large library in the house, but Nicholas displayed no interest in it. The only book that one could find in his possession was "The House of the Romanoffs," published on the occasion of the 300th anniversary of the dynasty, which he would open to look at the portraits of his ancestors.

On the other hand, Alexandra Feodorovna was never idle. She would either knit or embroider. She would often be found reading, but the books were usually of a religious nature, such as the stories of the lives of saints.

Photograph copyright by Underwood & Underwood

REST IN THE GARDEN

Children of the ex-Czar, from left to right: Olga, Alexis, Anastasia, and Tatiana, photographed during their imprisonment at Tsarskoe-Selo. Madame Tschaikowsky, now in America, insists she is Anastasia, miraculously saved from death in the slaughter of the Romanoffs, ten years ago. Her story was told in THE LITERARY DIGEST of July 7.

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JAMES WARD PACKARD

The World Never Knew Him

Death has overtaken another of that little band of pioneers, each of whom, a generation ago, individually and independently planned and built a "horseless carriage," laying the very foundation stones of what has become in 30 years America's greatest industry. James Ward Packard has gone on to join his brother and co-worker, William, but the motor car he originated, the automotive principles he pioneered, the manufacturing company he founded still live in ever-growing tribute to his genius and his vision.

IN 1899 James Ward Packard built, largely with his own hands, the first Packard car.

A graduate of Lehigh University, a mechanical and electrical engineer, a successfully established manufacturer of electrical devices, he had every facility, including ample means, for research and experiment. The first Packard contained many original features, Mr. Packard's own inventions, which were soon universally used on motor cars.

Ward Packard built the car for his own use because he felt sure he could build a better one than he could buy. His aim was simply to build the best possible automobile.

He succeeded so well that his friends and other wealthy men ordered cars, and soon their manufacture surpassed his electrical business in importance. In 1902 the Packard Motor Car Company was formed with Mr. Packard as first president.

The Packard Motor Car Company became noted for its progressiveness and for the manufacture of motor vehicles which were in advance of the times. Its policy of continuous though costly pioneering research in the field of motor vehicle engineering gained for its products a wide market and a high reputation. The name Packard became synonymous with quality.

Though Mr. Packard retired from any direction of Packard affairs 20 years ago, he never relinquished his holdings nor his great interest in the company's progress. The ideals established in building the first Packard car have ever been, and always will be, faithfully upheld.

The success and development of the company and its long history of important achievements in the field of automobile, aircraft and marine motors are a tribute to the quiet, kindly gentleman and scholar upon whose wisdom, taste and foresight the organization was founded.

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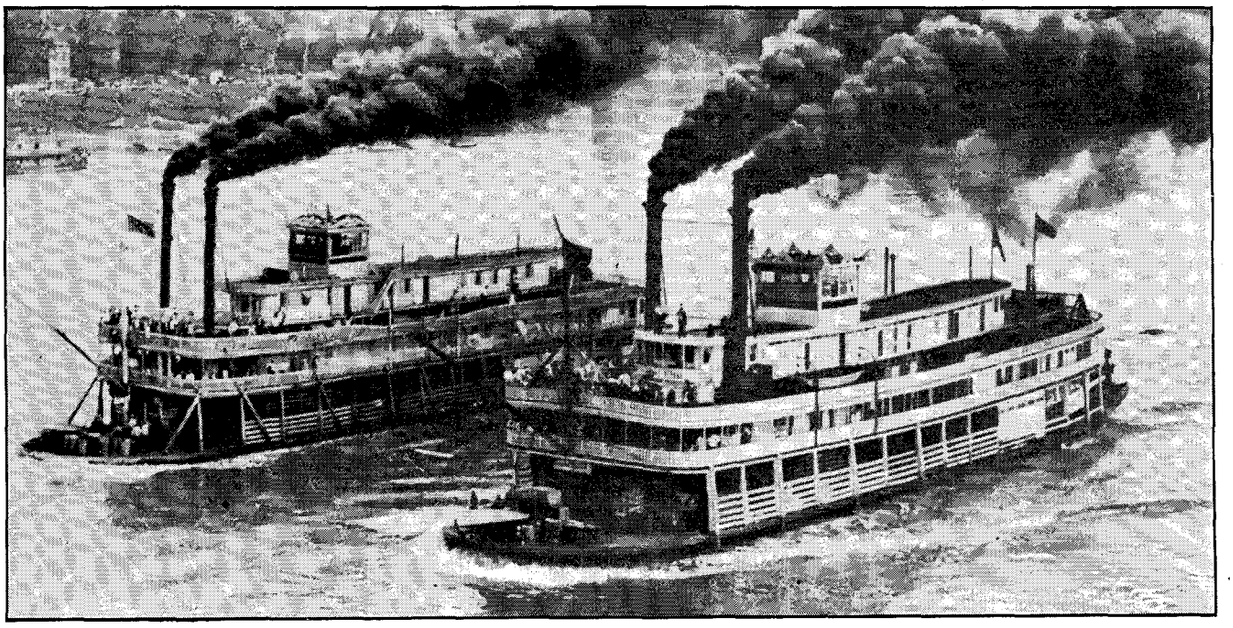

Acme Newspicture

"AND THE *GREENE* THREW WATER IN *BETSY'S* FACE"

But here we see the *Betsy Ann* and the *Chris Greene*, which won the gilded antlers, side by side in their contest for the supremacy of the upper Ohio River, before a crowd estimated at 50,000.

A RIVER RACE THAT RECALLS THE "ROBERT E. LEE"

GALA DAY FOR THE ROUSTABOUTS! One of them seized a hambone, and leaning over the rail shouted to the roustabouts on the other boat, some yards behind: "Come up and git it! Come up and git it!" The firemen on the boat in the rear, we read, shoveled in more coal—but they couldn't "come up and git" the hambone.

Another roustabout on the *Chris Greene*, seeing his boat taking the lead, leapt over a protruding board and rode it as a jockey, whipping up his wooden steed and laughing at his disconsolate confreres on the *Betsy Ann*, whom he was leaving behind.

Still another negro roustabout on the *Greene*, who had bet his entire fortune, $25, on the race, it develops further, went to sleep in a stupor as soon as his boat forged ahead, and he was dead to the world, unconscious on a pile of freight, when the cheering multitude at New Richmond greeted his winning boat.

And when it was over, "Snake," a fourth roustabout, composed and sang this stirring ditty:

Chris Greene and *Betsy Ann*
Had a race
And the *Greene* threw water
In *Betsy's* face!

So we learn from the vivid account of Charles Ludwig in the Cincinnati *Times-Star* of how the *Chris Greene* and the *Betsy Ann*, Ohio River steamers, revived before cheering thousands the old sport of packet racing, and released a store of memories of the *Robert E. Lee* and the *Natchez*. The approximately twenty-mile race from Cincinnati to New Richmond resulted in victory and a trophy, gilded antlers, for the *Chris Greene*. Quoting further from Mr. Ludwig and *The Times-Star:*

The brave *Betsy Ann*, tho outpowered by her younger rival, hung on desperately, close behind, and near enough at times to have some of the swell and spray of the *Greene* splashed over her bows.

The happy roustabout's song tells the story—the *Chris Greene* won the twenty-mile dash from Cincinnati to New Richmond, Ohio, won by about five boat-lengths.

Not since the historic race from New Orleans to St. Louis between the *Robert E. Lee* and the Cincinnati-built *Natchez* in 1870, has so much public interest been aroused in a steamboat race in the inland waters of the United States.

More than 50,000 persons lined the shores. The river roads for twenty miles were thick with the automobiles of farmers and city folk who had gone down to the river to see the *Chris* and the *Betsy* settle the hotly debated argument over the championship of the upper Ohio waters.

A golden evening sun shed a soft, genial, radiant benediction over the whole scene and transformed the swelling waves, wakes and waterfalls back of the steamboat wheels into a dazzling fairy-land of illumination and color, with gold and silver rays of light shooting through rainbows of spray!

Lovers of nature stood transfixt at the exquisite beauty of the scene—and man added his bit to the glory of the day. Overhead circled airplanes; in the water, to left and right, speedy power-boats and launches tore up and down stream, playing around the racers, canoes dashed behind the water wheels to ride the waves, while from the shore came the reverberations of cannon fired to celebrate the unique river tournament.

On board the *Chris Greene* and the *Betsy Ann* the sweating negro firemen bent to their task of keeping steam up to the maximum allowed by the government inspectors; the engineers were busy with their inevitable oil-cans, keeping the machinery running just so. The pilots took advantage of every bit of favorable channel. Capt. Chris Greene commanded the steamboat named after him, and had the assistance of his brother Capt. Tom Greene, while Capt. Frederick Way, Jr., president of the Pittsburgh & Cincinnati Packet Company, and Capt. Charles H. Ellsworth were in charge of the *Betsy Ann*. The skippers used every stratagem to capture and hold leads.

Each boat carried about a hundred passengers as well as a goodly cargo, we are told as the description of the race is begun:

At five P. M., they moved into position out into the river, and five minutes later Capt. Tom Greene fired the shot that started the race. The *Betsy Ann* started off well and took a small lead as the boats passed under the bridges. It was a close race for half an hour. First one boat, then another, gained a few feet, and there was much excitement on board each.

Over 5,000 persons gathered at New Richmond to greet the boats. It was the biggest celebration New Richmond has had in years. Joseph I. Williams, president of the Chamber of Commerce, greeted the officers of the two boats, the multitude on the shore shouted, the band played a welcome, and cannon shots saluted the victor.

Captain Way of the *Betsy Ann* graciously conceded defeat, and in the presence of the vast throng handed over to Capt. Chris Greene the prize for which they raced—a pair of gilt antlers, traditional in river history, as emblems of speed. Captain Way said that the *Betsy Ann* had won and held this prize for nearly thirty years, and now was pleased to hand them to the worthy keeping of Captain Greene of the *Chris Greene*.

These steel-hulled boats, the *Betsy*, built twenty-nine years ago,

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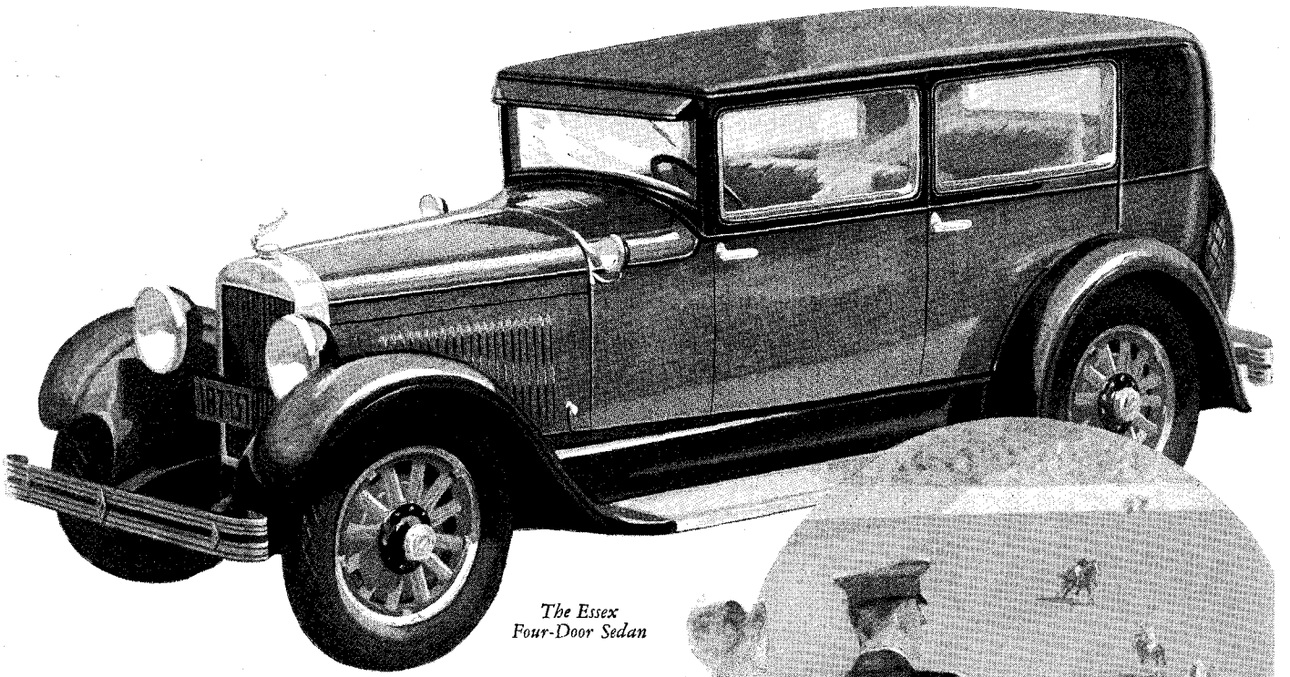
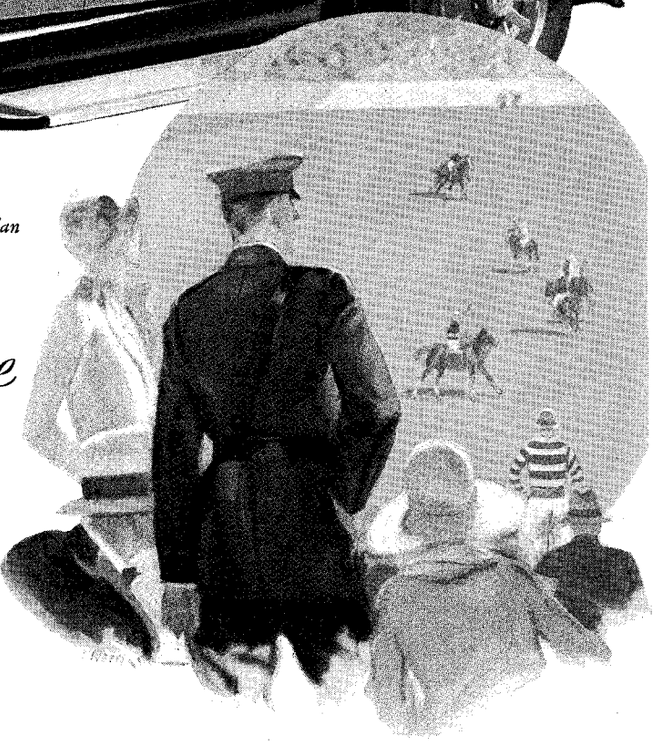


The Essex
Four-Door Sedan



Brilliant Performance
and
Nimbleness of Action
in the

World's Greatest Value

Altogether or Part *by* Part

The enormous spread of Essex success is due to an accumulation of values never approached under $1000, which is perfectly obvious to the ordinary buyer as well as the expert.

At $735 and up you not only get the brilliant performance and reliability of the famous Essex chassis; you also get a satisfaction, in appearance, richness and comfort, never even considered within hundreds of dollars of the price.

As you lounge in the roomy, high-backed form-fitting seats, every evidence of quality and comfort surrounds you.

The Essex Super-Six high-compression motor is patented and exclusive, and is so far as we know the most powerful of its size in the world.

$735
and up
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You need only see and ride in the Essex to share this country- and world-wide conviction that it is the "world's greatest value."

ESSEX SUPER SIX

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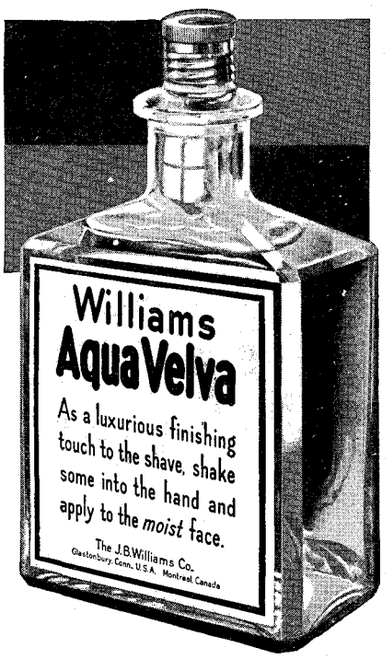
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Aqua Velva
As a luxurious finishing touch to the shave, shake some into the hand and apply to the moist face.
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Makes dull mornings brighter—

AQUA VELVA

for After-Shaving!

A tingling splash of Aqua Velva on the newly shaven skin gives you a good day's start this summer weather.

Made just for after shaving Aqua Velva cares for tiny nicks and cuts; protects sensitive facial tissue; tones up; invigorates; helps to keep skins flexible, free from stiffness. *Keeps* the face all day as Williams lather *leaves* it, supple, Fit!

Not alone after shaving, but now and again through the day wash your face and apply Aqua Velva generously. As a helpful summer friend it will delight you.

50 cents for a 5-oz. bottle. Or a Free Trial Size if you ask for it.
Address:
Dept. D-58, The J. B. Williams Co., Glastonbury, Conn.—Montreal, Canada.

Williams Aqua Velva

For use after shaving

PERSONAL GLIMPSES
Continued

and the *Chris*, three years ago, were constructed for trade, not speed. It took them a little over two hours to cover the twenty-one miles against a sharp current. They set no new records as did the *Robert E. Lee* in the race of '70. They merely settled the question as to which of the two was entitled to the honor of carrying the golden antlers on the upper Ohio.

For the background of the event, let us turn to an account by Jack Hunter in the Cincinnati *Enquirer:*

Rumors as to the events leading up to the race have been varied. It is known, however, that both boats, plying the same trade, have met between points. Sometimes one would pass the other, and that's the cause of it all, for both boats had adherents who were so interested in the possibilities of their favorites that they were more "willin'" than *Barkis* to wager their last red cent on a contest.

A reported race between the two boats was the next move, and this resulted in representatives of both companies being called before United States Steamboat Inspectors. Later a challenge was issued by Frederick Way, Jr., Pittsburgh, who offered to the *Chris Greene*, in the event she won, the brace of elk horns won by the *Betsy Ann* in her younger days along the Mississippi bayous.

A revival of an old-time sport so picturesque as the gallant rivalry between the *Chris Greene* and the *Betsy Ann* was bound to bring up a host of memories centering about "the greatest race ever held on the inland waters of the United States—the historic race between the *Robert E. Lee* and the *Natchez*, from New Orleans to St. Louis, in 1870," of which Mr. Ludwig reminds us in *The Times-Star:*

The *Natchez* was built at Cincinnati, and all Cincinnati was pulling for the product of its marine ways to win—but it didn't.

Great was the disappointment when the wires flashed the news on July 4, 1870, that the *Robert E. Lee* had steamed triumphantly into the harbor at St. Louis some six hours ahead of the *Natchez*.

The *Lee-Natchez* race caused a furor of excitement all over the country, and especially in the Mid-West. It was the talk of the nation not only during the four days of the contest, but for weeks before and months after the finish.

The progress of the two racing steamers up the Mississippi River was telegraphed all over the land, and was carried as the lead story on the first page by newspapers far and wide.

The old files of the Cincinnati *Times* state that it was estimated that $1,000,000 was bet on the race. But there were questionable features surrounding the victory of the *Robert E. Lee*, and doubts were raised as to whether all bets should be paid.

The *Lee* refueled from the steamer *Frank Paragoud*, which was lasht to the side of the *Lee*, the two boats steaming up the river together. The *Natchez* had to land and pick up barges, which it towed up the river as it refueled.

A great hue and cry arose from the friends of the *Natchez*. They declared the *Lee* received outside assistance from the engines of the *Frank Paragoud*, and experts were called in. For weeks the nation argued this point—it became the leading topic of conversation even as was the question as to whether Jack Dempsey had knocked out Gene Tunney.

Captain Kay, a noted racing authority, declared that in his opinion all bets should be off—from the point at which the *Paragoud* assisted the *Lee*. And Cincinnatians had plenty of money on the race. One dispatch said that a well-known Cincinnati business leader was reported to have bet $10,000 on the *Natchez*, tho this was not verified.

Capt. Tom Leathers, tall and stately, who had lived at Covington, Kentucky, commanded the *Natchez*, and Capt. John W. Cannon, also a Kentuckian, deep-chested, and a deep thinker, commanded the *Lee*.

A great crowd gathered at the levee at New Orleans to see the start of the race. It was on June 30, at 4:55 P. M., that the *Lee* started, the *Natchez* getting off a minute or so later.

It was said that a man with an ax chopped the hawser through to save the time of untying the *Lee*. It was nip and tuck as the steamers raced up the Mississippi. For hours they were just a few minutes apart.

Captain Leathers had about a hundred passengers on board, and while he was ready for a race, he planned to make his usual business trip up the river, taking on and leaving off passengers. He did not strip his boat of everything non-essential.

But Captain Cannon of the *Lee* made entirely different arrangements. He stript his boat from end to end, took off the doors and windows, took the housing off the paddle-wheel, removed weighty bulkheads, arranged to get fuel from another steamboat lasht alongside, cut out the usual landings, forgot all about a business trip, and concentrated on a straight dash to St. Louis—and victory over his challenging rival from Cincinnati, that was built, friends of the *Lee* alleged, "just to beat the *Lee*."

Captain Cannon's strategy won the race for him, but not without some protests, we read and continue:

The *Lee* reached St. Louis on the morning of July 4. She covered the 1,280 miles in 3 days, 18 hours and 14 minutes, averaging 14 1-6 miles an hour for the entire trip. She set a new record between the cities—a record that has never since been equaled. She beat the best previous time of the *Natchez* between the two cities by three hours, and in this race beat the *Natchez* into St. Louis by six hours.

But the *Natchez* was held up in a fog below St. Louis for six hours, and also had to stop half an hour to repair her pump. Captain Leathers, in official time of his boat, claimed that eliminating the stop for the fog and the repair of the pump, his running time to St. Louis was actually better than that of the *Lee*, and he claimed he had really won the race. He also voiced disapproval of the assistance given the *Lee* by the steamer *Frank Paragoud*. Both captains were guests of honor at a banquet at St. Louis on the night of July 4, and for years there were arguments as to who really won the race.

A week after the race Cincinnati papers reported that "the *Lee's* hull was greased before the race at New Orleans"—like the channel swimmers!

When the *Lee* hove into sight at St. Louis, on the morning of July 4, 1870, she

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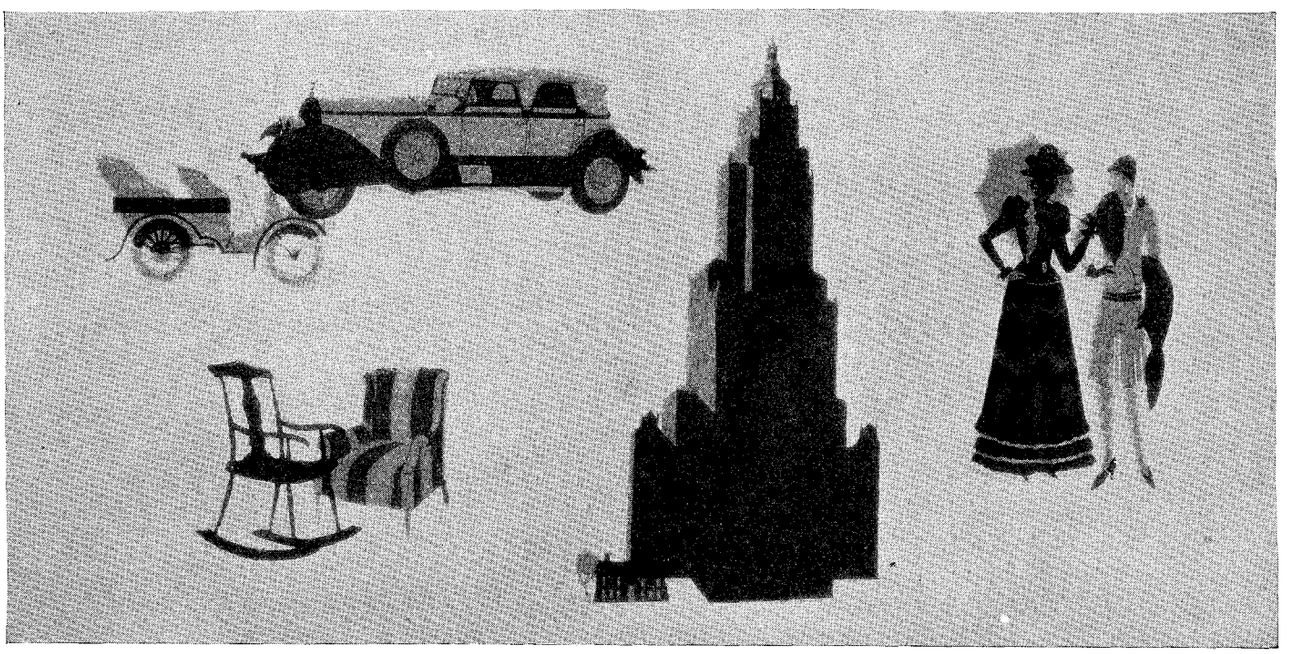
OUTLINES

SUBTLY, with amazing speed, the shapes and contours of existence alter. . . . Within our times the muff has vanished into limbo. The automobile that was a dromedary in 1910 has become a running panther. . . . In place of the Mansard roof, a gleaming Aztec pyramid arises.

These changes do not meet the casual eye. In the rush and turmoil of daily life they pass unnoticed—until, in a moment of thoughtful retrospection, we pause to mark the passing of a style, the innovation of a new tradition. Yet fortunes are made, whole industries supported, on the surface of these swift and silent tides of public favor.



Back of every mutation in the shape of things lies a creative idea. It rests upon a foundation of constructive thought and labor. The improved talking machine, the better shaving soap, the decorative bath towel . . . these and a thousand other things that make life more interesting and pleasant are achievements of a deeply studied plan.

The success of any product depends largely upon its physical charm, its usefulness, and its relation to current needs. Constant improvement is necessary, both as regards materials and methods. . . . And in these matters the services of a well-organized advertising agency are frequently of value. For it is our business to bring to merchandising an informed and creative imagination . . . to know, a little in advance of common knowledge, what tomorrow's shapes and outlines are to be.

N. W. AYER & SON

Advertising Headquarters, Philadelphia

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Pipe Smoker Finds Right Tobacco For "Breaking in" a Pipe

Ohio man now enjoys wife's gift of two years ago for the first time

There are many veteran pipe-smokers who have never discovered Edgeworth. These hardy souls are prone to advise new smokers that a pipe must be old before it can be sweet. True, an old pipe is sweet. But how can a man breaking in a new pipe achieve this sweetness? Let Mr. Shera's letter tell you:

Columbus, Ohio
March 10, 1927

Larus & Bro. Co.
Richmond, Va.

Gentlemen:

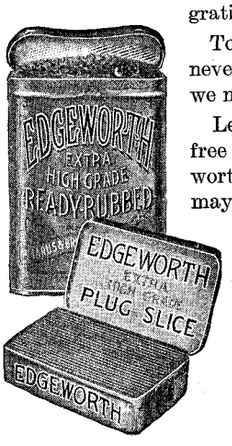
Two years ago my wife gave me an expensive pipe. I smoked it a great deal for two or three weeks, put it aside, then began smoking it again. This time it was very strong. Veterans told me that it had been smoked too hard for a new pipe and should be put away.

The pipe was laid away again. A short time ago I got it out and smoked one of the common brands of tobacco in it. The results were disappointing. I told the druggist of my experience with it. He asked if I had tried Edgeworth. I told him I never had. I followed his suggestion, and I am honest when I say that it has restored the sweetness to the pipe, and has made me wonder: Was it the pipe or the brand of tobacco that caused me to lay it away for the long period of time?

As a novice, I prefer Edgeworth; and I am going to stick to it, as I feel satisfied that there is none better on the market.

Sincerely yours,
Philip C. Shera.

Although many of them would rather do anything than sit down and write a letter, smokers can't resist the impulse to write their praises of Edgeworth. This tobacco seems to fill men's hearts with gratitude.



To those who have never tried Edgeworth, we make this offer:

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever you buy it, for it never changes in quality.

Write your name and address to Larus & Brother Company, 2 S. 21st Street, Richmond, Va.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidors holding a pound, and also in several handy in-between sizes.

[*On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 254.1 meters. Frequency 1180 kilocycles*]

PERSONAL GLIMPSES
Continued

was greeted by a salute of guns from Jefferson barracks, and by tooting whistles and the shouts of 75,000 to 100,000 people who had gathered at the levee. St. Louis never had a celebration like it. The *Lee* steamed by the mark at full speed at 11:25 A. M., turned around and landed at the wharf. She was overwhelmed with the biggest crowd rush in river history. Thousands swarmed on her decks. The *Natchez* arrived six hours and thirty minutes later at 4:55 P. M., after a six-hour delay in the fog at Devil's Island.

"Nothing like it since Adam was a boy," said one of the papers, discussing the race.

AVENGING ROMANETTI, THE FAMOUS CORSICAN BANDIT

AJACCIO was gay. Golden summer sunshine filled the streets and the hearts of those who passed up and down, laughing, chattering—both townsmen and farmers from the country round about. It was the day of the fair, the day of merry-making, and this town on the island of Corsica, on a day in 1926, made the most of it. But the peace was disturbed. There was a violent running together in the main street before the house in which Napoleon Bonaparte was born. There were shouts, curses, shots. When it was over, Romanetti, the savage bandit, lay dead, tracked down by the *Gørde Mobile* sent out by the French Government for that purpose. And now, as a result, a ferocious and merciless vendetta has broken out. Romanetti's relatives are at war with the Mancini family, whom they blame for the death of their leader. Pierre Van Paasen, in a copyrighted article in the New York *Evening World*, tells us of it, continuing:

Inhabitants from one end of Corsica to the other are cowering and terror-stricken as a gang of Romanetti's relatives hides in the inaccessible mountain retreats and from time to time swoops down on a village to pick out and execute men and women who are considered to have had a part in the betrayal of their bloodthirsty ancestor.

The feud goes on between the Romanetti and the Mancini families. Because these families are both numerous, practically the whole island population is involved. In some villages, commerce and agriculture have come to a complete standstill. The actual number of dead behind closed shutters and iron-barred doors probably will remain unknown, as families bury their dead in secret.

The disturbances date from 1902, when Romanetti figured in a sensational kidnaping. He was already married, but fell in love with the daughter of a mountaineer. When the father of the girl threatened to expose Romanetti's designs, the bandit promptly murdered him and kidnaped the girl. He was captured and sentenced to life imprisonment, but escaped three years later.

He became a bandit, and discovered Mancini had preceded him. Romanetti gave the older bandit twenty-four hours to decide whether to join hands with him or be exterminated. Mancini refused partnership. Then began a war to the bitter end, one of the bloodiest feuds in the sanguinary annals of Corsica.

Romanetti gathered around himself a band of desperadoes, who terrorized the villagers, robbed them of their cattle, and even levied tribute from some of the towns. One commune paid an annual sum of 10,000 francs indemnity. Romanetti left the inhabitants undisturbed, and even protected them against other robbers.

One day Mancini was captured. Romanetti tortured him over a slow fire and sent the body piecemeal to surviving members of the Mancini family.

During all this time government troops had been hunting for Romanetti, but the expeditions invariably returned to France with half their members kidnaped or killed. He always eluded them. Once or twice when surrounded, he and his band shot their way out.

After Romanetti's death, in 1926, the *Evening World* correspondent writes on:

It was discovered that he had been a rich man, and that he had supported an orphan asylum in Ajaccio, in addition to providing monthly doles to hundreds of impoverished people.

At his funeral the French Government accorded safe conducts to Romanetti's lieutenants on the understanding that hostilities should come to a stop. Six lieutenants were pallbearers, their heads shrouded in white hoods of the kind worn by the Ku Klux Klan, and their bodies wrapt in long white garments to escape detection.

For two years the rival factions kept their word. Peace and tranquillity returned to Corsica. Then, not long ago, a grandson of Romanetti decided to try to regain his prestige over the mountain regions.

Accompanied by four armed men, he entered the home of the Mancinis, once the home of Romanetti. He ordered the women to leave, and then killed old Mancini and his two elder sons. The youngest son managed to escape, injured, by crawling through a window.

The young Mancini immediately raised an alarm, and his relatives and friends took the warpath against the Romanettis. They ambushed a crowd of them near Lava and killed three. Gendarmes interrupted the battle, but had to retreat when both combatant sides combined for the moment and opened fire on the police.

The Prefect of Corsica declared a state of martial law for Ajaccio and, acting with the Ministry of the Interior of Paris, ordered an armed expedition into the mountains to track both the Mancini and Romanetti gangs and bring them in alive or dead.

This expedition consists of 100 expert shots, selected from the Republican Guard and the Alpine Chasseurs.

The Government's expedition is the nineteenth armed force to land in Corsica in the last quarter century, each time to track members of the Romanetti family. Casualties have always been heavy, as the mountain bandits have the advantage of knowing every crag and glen of the primitive and inhospitable hills, and are able to draw their adversaries into ambuscades and traps.

Never before has an expedition set out to combat two rival gangs. In the past it was always old Romanetti himself who was the object of search and punishment. Judging by the efficiency with which the French authorities are equipping the new punitive expedition, however, both bands will get short shrift and little mercy.

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DON'T FOOL YOURSELF

Since halitosis never announces itself to the victim, you simply cannot know when you have it.

Before meeting others—play safe!

Common decency demands that you rid yourself of halitosis.

It is impossible to tell when you have halitosis. It doesn't announce itself to you. But it does to others. And that offends.

Don't take the chance. Before any appointment where you wish to appear at your best, use Listerine, which checks halitosis instantly.

Use it systematically every morning and night, and between times—especially before meeting others. It puts you on the polite—and popular—side.

READ THE FACTS
⅓ had halitosis

68 hairdressers state that about every third woman, many of them from the wealthy classes, is halitoxic. Who should know better than they?

Listerine is so powerful a deodorant that it removes even the odors of onion and fish. Naturally it makes short work of milder, but more offensive, odors arising in the mouth.

You owe it to yourself—and your associates—to keep your breath beyond suspicion. And Listerine is your best aid in this matter. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.

Have you tried the new Listerine Shaving Cream?

Cools your skin while you shave and keeps it cool afterward. An outstanding shaving cream in every respect.

LISTERINE
The safe antiseptic

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MOTORING · AND · AVIATION

FLYING WITH "BALLOON BUSTER" LUKE OF ARIZONA

Courtesy of *Liberty* Magazine

LIEUT. FRANK LUKE, JR.

The American ace who shot down fourteen German balloons and four German airplanes in a dizzying air career.

THE LID of a giant stove was lifted, and there was hurled up to the sky of wartime France an angry glare, as a German balloon punctured by incendiary bullets crashed down in flame and smoke. In front of the operations office of an air-combat group of the A. E. F. stood a crowd, staring up and away into the twilight.

Silence grew thicker and thicker—the sort of silence in which part of a man's mind counts the buttons on another man's military blouse, while the other part toys with suspense and dread and fear born of old experience.

Against the sky showed the flare, and one man broke the silence with a yell, "They've got one! Look there!"

A total of three times that evening the giant stove-lid was lifted and the darkening sky was suffused with red. Frank Luke of Arizona, the "Balloon Buster" of the A. E. F., was out on a twilight raid bringing down German aircraft; and Joe Wehner was with him. When they came back, they could have had anything the A. E. F. could have given.

Thereafter they looked for him—"those trench-dwelling crusaders of democracy, who knew nothing of crusades, and would have traded what they knew of democracy for a pair of dry socks—and whenever they saw a lone Spad streaking for the German lines, they identified it as Luke's," writes Norman S. Hall in "The Balloon Buster" (Doubleday, Doran), his biography of one of the greatest American aces of the World War.

"That's Luke," they would say, turning grimed, unshaven faces to the sky. 'Atta boy! Go get 'em, Arizona! Ride 'em, cowboy!'

"And Luke rode 'em!—for the thirteen days he had to live!"

For at last, his biographer records, Luke fell in action, but not until he had shot down fourteen enemy balloons and four enemy airplanes. We learn, too, that, having been ordered to stay on the ground, he disregarded his superiors and went up to perform feats that brought simultaneously a demand that he be court-martialed for disobedience and a recommendation that he receive the Distinguished Service Cross for bravery.

Luke's big chance came when his superior, Captain Grant, told him of a German *drachen*," or balloon, which Corps headquarters wanted shot down. Said the Captain, in Mr. Hall's stirring and graphic account:

"Get that 'sausage,' and get it to-day. You can take one man with you. Who do you want?"

"Quickly, steadily the answer:

"Joe Wehner."

Grant nodded. He sensed something of the friendship between these two flyers.

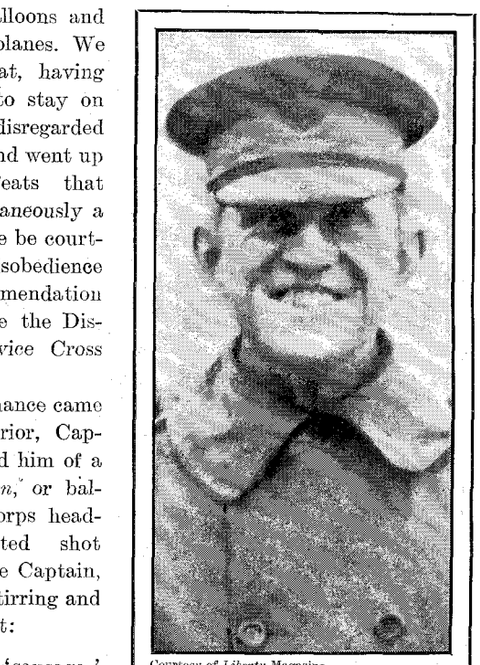
"All right," he said. The thrice-qualified balloon probably would cost him one of the pilots, perhaps both, but Corps had demanded it, and Luke was a balloon man if ever there was one.

"Drop out of the formation at Buzy," Grant continued, "and—try to get back. Another thing, Luke, keep your eye peeled, because there's a whole flock of Fokkers nesting under that 'sausage.'"

Five minutes later the flight was up, its wings sun-painted for a moment as it squared off for its afternoon patrol over the lines. As the wedge of war birds neared Buzy, Luke wiggled his flippers and swung away from the formation, Wehner following immediately and making altitude.

Wehner was to ride the sun—remain high aloft, using the sun's brilliance as a screen—while Luke worked low on the balloon. In the event of an attack on the balloon "strafer" by enemy planes, Wehner could zoom down upon the attackers—a fire-spitting avenger from out the fiery orb.

The balloon at Buzy occupied Luke but a few seconds. A long, straight dive, a burst from both guns that pierced the rolls of gassy fat where the rudderlike after-section bulged, a pall of flame-shot, malodorous



Courtesy of *Liberty* Magazine

CAPT. ALFRED A. GRANT

Who demanded a court martial for Luke, at the same time recommending him for the Distinguished Service Cross.

Courtesy of *Liberty* Magazine

PART OF TEN MINUTES' WORK

Lieutenant Luke and a plane shot down by him on September 18, 1918. His total on this day was three balloons and two planes, all demolished in less than ten minutes.

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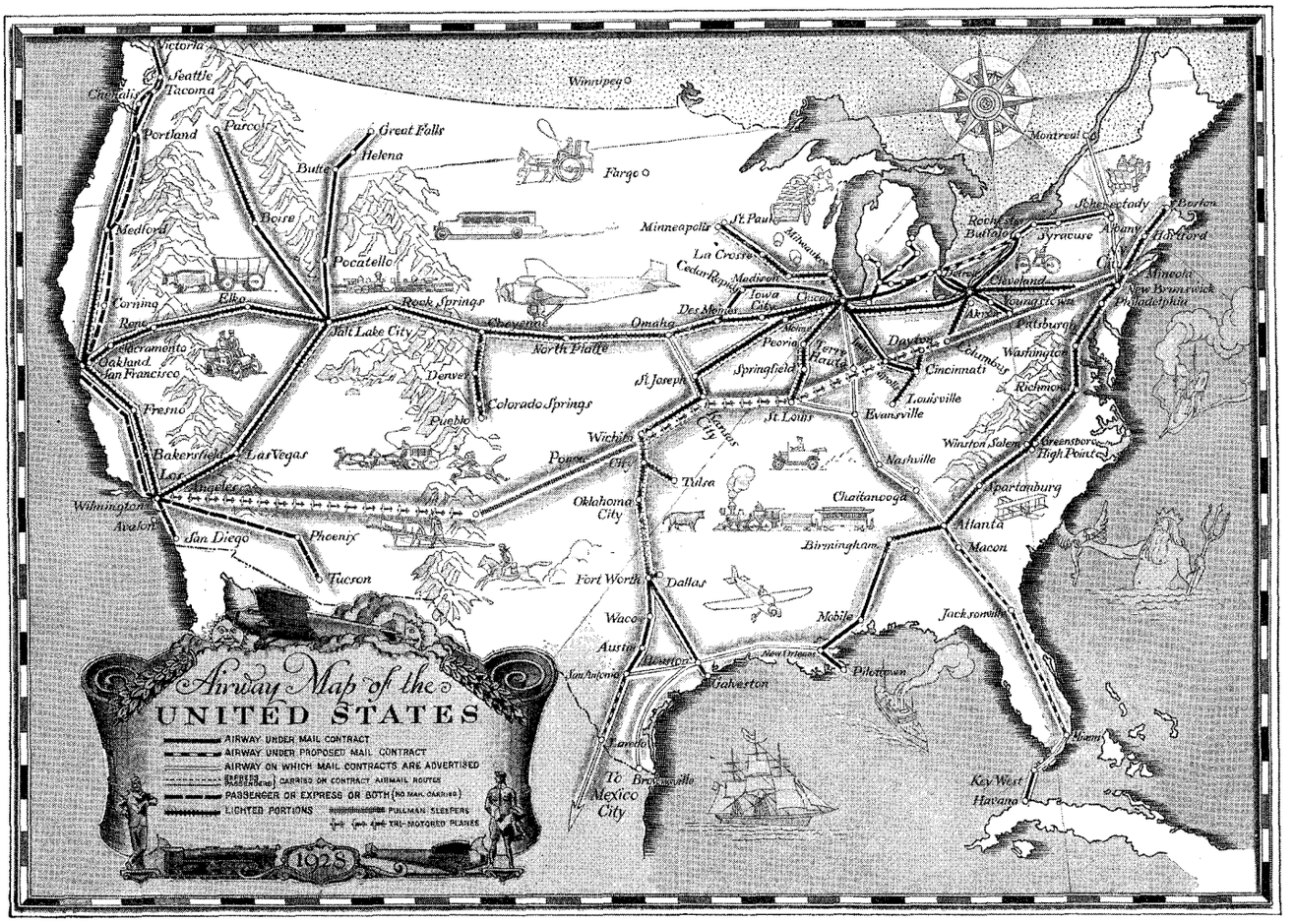

THE HIGHWAYS OF THE SKY

Two rackety wood-burning locomotives halted by the shores of Great Salt Lake, and two dusty groups of bearded men in stovepipe hats descended. A gold spike was driven into a tie. *The iron highway was open from Coast to Coast, reducing travel time from three months to three weeks!*

That was in 1869. . . .

Some time in 1920, perhaps your chief clerk remarked casually, "They're carrying first-class mail by air now all the way across the continent." No outburst of feeling marked the event! *Yet a golden feather should have fluttered from the sky to symbolize for American business this dawning of a new age in transportation. Space had been conquered . . . time reduced to hours!*

Today, less than eight years later, privately owned and operated Air Mail lines are reaching into 31 states, giving efficient postal service to a commercial area embracing close to 70,000,000 people! Literally hundreds of planes are streaming along the highways of the sky continuously, carrying freight, mail and passengers.

Last year private mail planes alone flew 3,823,214 miles, carrying nearly sixty million letters. Every conceivable object that calls for swift delivery is being transported by them . . . letters, bank exchanges, bullion, jewelry, samples, films, replacement parts, medical supplies, engraved plates, hundreds of products of commercial importance.

It took years for the railroads . . . after suffering serious losses from competition with motor-busses . . . to awake to that danger threatening their short-haul business. Alert railroad men of today are recognizing that the new winged vehicle presents as great a threat to long-haul business! *Probably the most significant development in commercial aviation this year has been the organization of the first transcontinental passenger Air-Rail Line!*

This line is a merger of the transportation facilities of both railroad and airplane . . . railroad by night, for the more spacious comfort of a Pullman sleeping-car, tri-motored plane by day for speed and the enjoyment afforded along the highways of the sky.

This is a most logical use of the commercial plane. For America is only at the beginning of the development of its great resources. Hundreds of thousands of miles of rail must yet be laid; millions of miles of hard-surfaced roads will yet be needed. *The airplane simply expands the scope of America's possibilities, by trebling the speed of its communications!*

It is already of immense importance to American business that dependable transportation at a hundred miles an hour over the trunk lines indicated above is available day and night throughout the year.

This map does not show many thousands of miles of well-established intermediate and branch lines, connecting virtually all the major cities of the United States . . . with extensions to Canada, Mexico and Cuba.

The Ford tri-motored, all-metal plane, with a record of over a million miles of regular commercial service, carrying freight, passengers and mail, has proved the safety and efficiency of this commercial type . . . practical, economically sound, and useful. All the resources of the Ford industries have been at command in its production . . . *in the firm belief that it will take and hold its place with honor in the service of commerce along the highways of the sky.*

FORD MOTOR COMPANY

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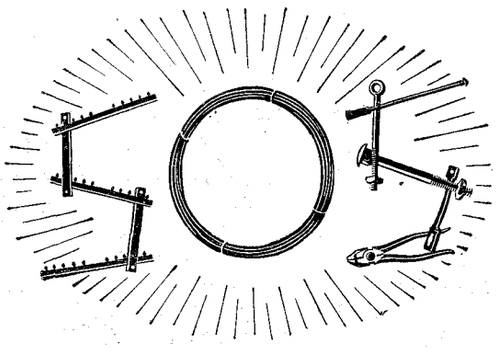

—a signal with a double meaning

S.O.S.—flashed from out of some sea disaster sends its tragic appeal to "Save Our Souls."

S.O.S.—in France with Pershing these letters meant a prompt and thorough Service of Supply, backing up the front lines.

Here in America today the business of telephone manufacture and distribution too has its S.O.S.—the prompt service of supply with which Western Electric backs up the nation's telephone companies.

The emergencies, when fires, floods and storms threaten to cripple telephone service, are a part of the day's work, and are anticipated and provided for—by previous planning in building up reserves of equipment in a nation-wide chain of 33 distributing houses.

And then there is the greater, though less spectacular, every-day job of providing the sinews of telephone service for the nation—a service of supply challenging comparison in efficiency and cost.

Thus as distributors, and also as manufacturers and purchasers for the Bell System, Western Electric finds its adventures in many fields.

All to serve you when you raise your receiver off the hook!

Western Electric

Purchasers Manufacturers Distributors

SINCE 1882 FOR THE BELL SYSTEM

MOTORING AND AVIATION
Continued

smoke. That was all. But the Fokkers had seen him! The entire enemy flight—eight planes—swooped down upon his lone machine. He sagged back on the stick, stood the quivering Spad on its tail, and reached for his guns. Jammed! Jammed as tightly as a dowager's shoes.

The Hun leader veered off and up, fell over into perfect attack position, and sprayed him with tracers. Behind him two other Germans were raking his fuselage with short, quick bursts. Bullets splintered his instrument board, fashioned an openwork pattern in his wings. He rolled, tipped the Spad over on one wing, and swung away.

Then he saw Wehner!

Throttle open, guns chattering, his goggled face poked far over the edge of the cockpit, Wehner was charging the enemy formation. He dived upon it from above, into it, through it to the planes on Luke's tail. They veered, forgot Luke, and shied off to meet this new menace.

Luke's air position was such that he could not read Wehner's plane markings and, for the moment, he thought him another foe speeding to the attack. Frank's guns were useless, so he availed himself of the temporary respite occasioned by Wehner's onslaught to speed away.

Luke repaired his guns and headed in the direction the formation had taken. Wehner overtook him. They picked up the formation, continuing the patrol until the flight was over Abancourt, where Luke again left it. He had spotted an enemy balloon near Boigneville.

Six times he dived on the unwieldy bag, scorning the tempest of steel that lasht about him. Twice he pulled away, tinkered deliberately with his jammed guns, and returned to the assault.

At Luke's first attack the balloon observer, armed with a light machine-gun, fired blindly at the plane roaring down upon him, then abandoned the defense and jumped. Frank didn't want him, but an "Archie" [antiaircraft] battery banging away below annoyed him. With but seventy-five rounds left in one gun he dived, and "strafed" it!

His guns empty, but with a scattered battery and a collapsed observation balloon to mark where he had emptied them, he again piloted a bullet-pocked plane back to the Twenty-seventh's landing-field.

That night Captain Grant perused Luke's combat report with keen interest. We are told that it read:

"Combat Report—September 4, 1918.

"Lieutenant Frank Luke reports:

"I and Lieutenant Wehner were to leave with formation to attack enemy balloon by order of C. O. On arriving at Buzy left formation and brought down enemy balloon in flames. While fixing my guns so I could attack another balloon near by, eight enemy Fokkers dropt down on me. Pulled away from them. They scored several good shots on my plane.

"I saw Lieutenant Wehner dive through enemy formation and attack two enemy planes on my tail but, as my guns were jammed, did not turn, as I was not sure it was an Allied plane until he joined me later. You will find attached confirmation of balloon.

"Left formation at Abancourt and attacked an enemy balloon near Boigneville.

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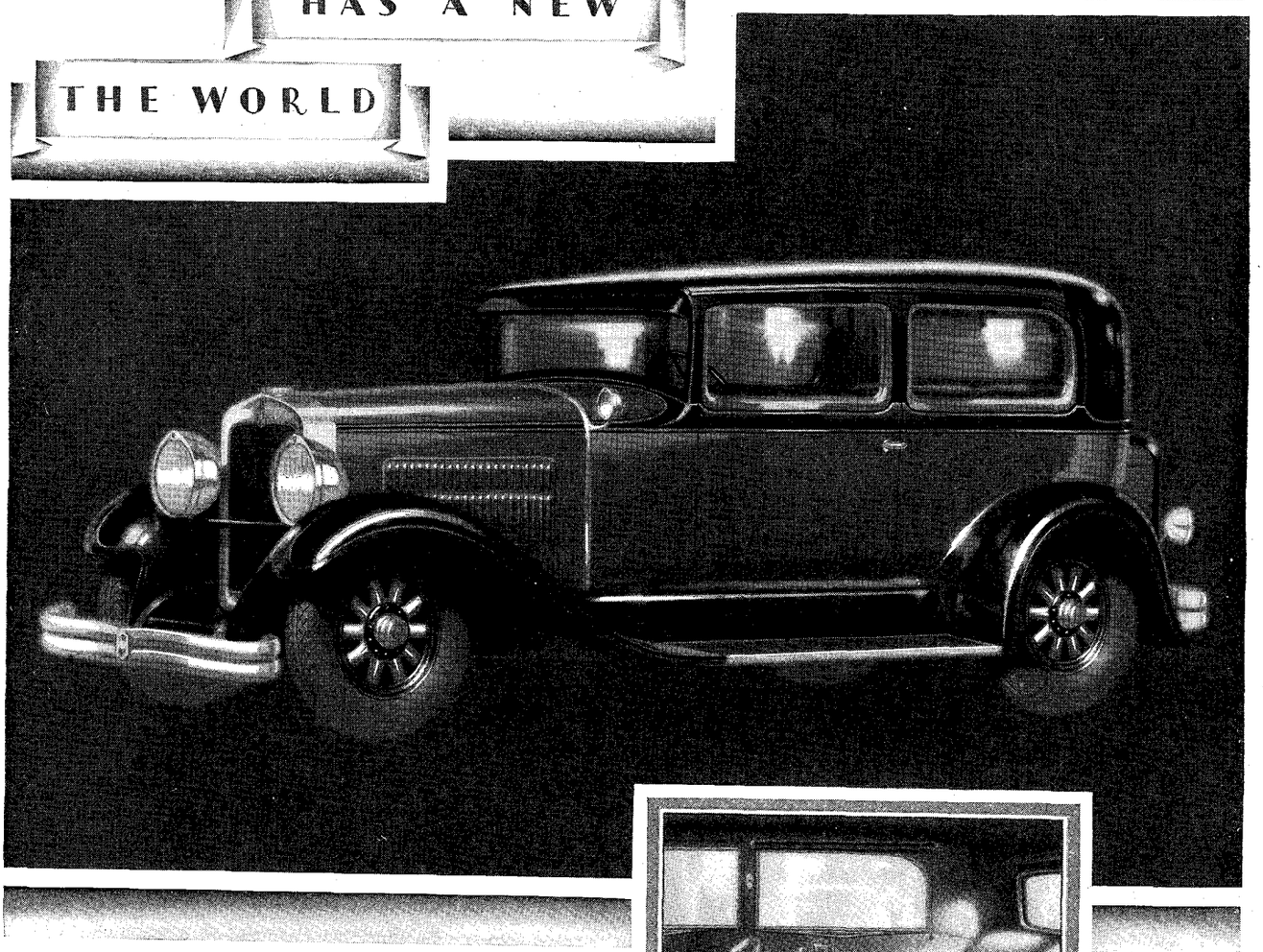
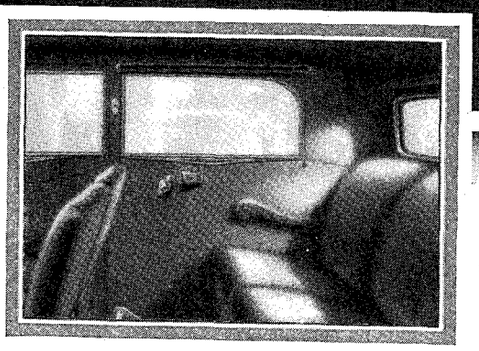
AND FINER MOTOR CAR HAS A NEW THE WORLD



"400" *Special Six Sedan*



Special Six Sedan Salon Interior

PEOPLE who already have driven the new Twin-Ignition-motored Nash "400" have instantly realized its superiority in performance to cars with older types of motors.

In this new car, they discover more power and speed than they ever will care to use. They find a real thrill in the snap of Twin-Ignition traffic getaway.

Has Nash accomplished these remarkable results by building a larger motor—one with an enormous appetite for gasoline? Or by building a high-compression motor that needs special, high-priced fuels?

The answer to both questions is, "No". Nash has developed new principles of high-compression motor construction which create more power, more speed, with *ordinary* gasoline, *and less of it!*

Today, the Twin-Ignition, 12-spark-plug, high-compression motor powers all Nash "400" Advanced and Special Six models. Its results are so remarkable as to clearly point the way to the future improvement of other cars.

Your Nash dealer will explain Twin Ignition to you and let you drive a Twin-Ignition-motored Nash "400", *anytime.*

(8576)

THE NEW NASH "400" SERIES

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To All Owners of
DODGE BROTHERS MOTOR CARS
-PAST, PRESENT AND FUTURE
by
WALTER P. CHRYSLER

You, more than anyone else, are entitled to know the purpose behind our recent acquisition of the assets and facilities of Dodge Brothers, Inc.

For upon that purpose depends the security of your investment in Dodge Brothers products.

In acquiring Dodge Brothers, Inc., for the Chrysler Corporation, we have secured one of the largest and most modern automobile factories in the world and with it an organization of exceptional ability.

We intend that these facilities shall be utilized to increase the value and quality in Dodge Brothers cars and Graham Brothers Trucks and Motor Coaches.

We have secured, in addition, a dealer organization that has always been recognized as one of the finest in the industry.

It is our intention to deserve the continued loyalty of this group of substantial, progressive merchants by making it possible for them to enjoy increasing prosperity through the sale of Dodge Brothers products.

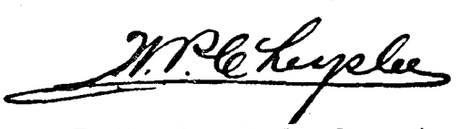
We have secured, moreover, that which transcends in importance either Dodge Brothers superb plant equipment or Dodge Brothers splendid dealer organization. For we have become the lawful heritors of Dodge Brothers Good Name, with all the solemn obligation which that inheritance implies.

We have become the trustees of Dodge Brothers good faith to their customers, and it is our purpose to execute that trust with fidelity.

The priceless identity of *all* Dodge Brothers products will be preserved—as well as the sound policies that have made the words Dodge Brothers synonymous with Honest Value and Dependability.

Dodge Brothers Works will continue to produce Dodge Brothers Motor Cars and Graham Brothers commercial vehicles. Dodge Brothers dealers will continue to sell and service them.

The men to whose capable support the success of the Chrysler Corporation is due, unite with me in pledging perpetuation of Dodge Brothers ideals, to the end that a Good Name may be made still better.



President Dodge Brothers Corporation
Division of Chrysler Corporation

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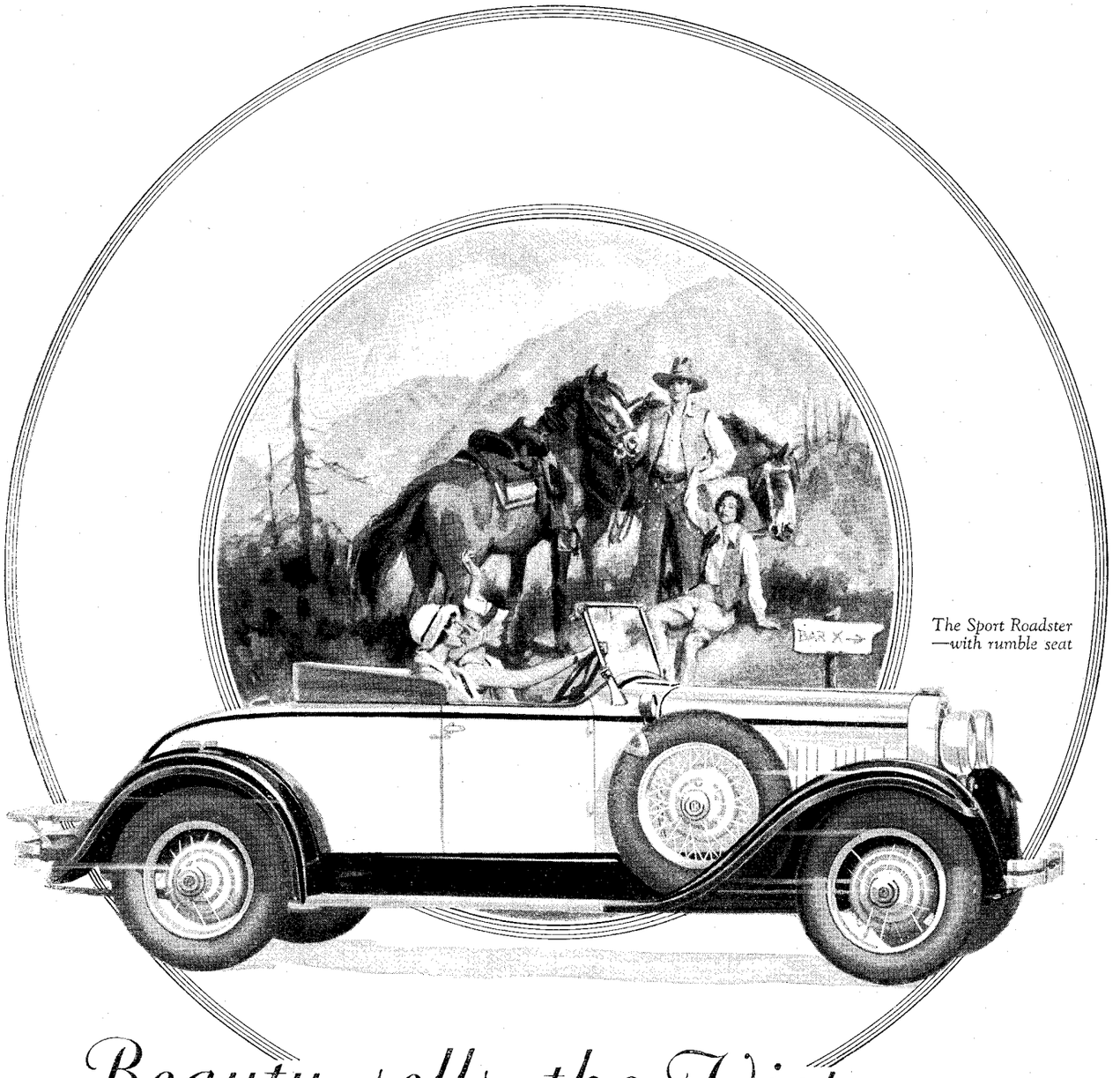

The Sport Roadster
—with rumble seat

Beauty sells the Victory — Performance keeps it sold!

Beauty needs no analysis or explanation. It's there—or it isn't. The beauty of the Victory Six is a startling revelation. It sells the car at first glance.

Afterward . . . . . Performance!

That's what *keeps* the Victory sold.

Fastest car in its class—at the get-away or on the straight-away! Lightning response to the lightest touch. Sure, instant brake control—the Lockheed 4-wheel hydraulic kind! . . . . All are Victory features.

Step up to the Victory—beauty! Step into the Victory—luxury, comfort, roominess! Step on the Victory—speed!

Ask your nearest Dodge Brothers dealer for a demonstration. Yourself at the wheel.

The VICTORY SIX

BY DODGE BROTHERS

DODGE BROTHERS CORPORATION, *Division of Chrysler Corporation*

TOURING CAR $995—ROADSTER $995—COUPE $1045—4-DOOR SEDAN $1095—DELUXE SEDAN $1170—SPORT ROADSTER $1245
DELUXE 4-PASSENGER COUPE $1170—SPORT TOURING CAR $1245—SPORT SEDAN $1295—*f. o. b. Detroit*

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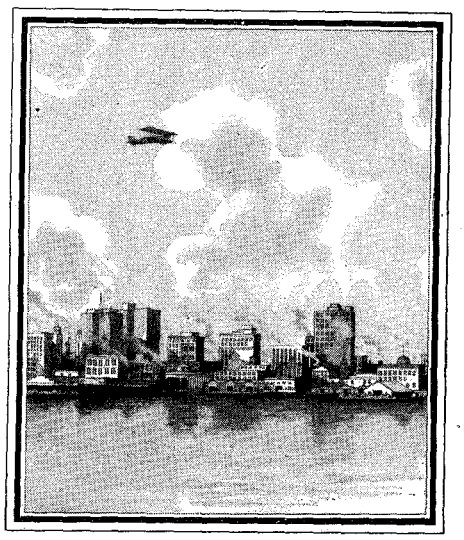
Uncle Sam bought Florida for $5,000,000



A LITTLE over a century ago Uncle Sam bought Florida from Spain for $5,000,000. Last year Florida returned $45,000,000 in direct federal taxes. It is estimated that the state contributes more than two and a half billion dollars to the present wealth of the nation. Uncle Sam found Florida a good investment.

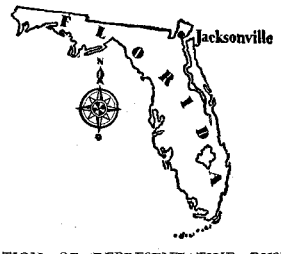
And Florida has just started to pay returns. It is almost certain that anyone who invests in Florida today and works his investment will share in the growth and development that are sure to come, rapidly.

Many of today's leaders in business think so and are investing time and money in Florida. . . . Thomas A. Edison, Roger Babson, Alfred I. Dupont, Albert Shaw, Henry Ford, C. W. Barron, John D. Rockefeller, Arthur Brisbane, J. C. Penney, and many others. Good business judgment selects Florida today for investment.

And Jacksonville is the banking, manufacturing and shipping center of Florida. In seven years its population has increased 58.3 per cent, its bank deposits 99.9 per cent, its building construction 271.4 per cent. Total water-borne commerce during 1927 was valued at $805,663,361.

In the opinion of many, Jacksonville offers opportunities to be found nowhere else today. Visit Jacksonville—this summer—and study its advantages for yourself. Know what it has to offer you. For further information address Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.

Believers in Jacksonville



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MOTORING AND AVIATION
Continued

Dove at it six times at close range. Had two stoppages with left gun which carried incendiary bullets, and, after fixing both, continued the attack. After, about seventy-five rounds being left in right gun, I attacked an 'Archie' battery at the base of the balloon. Am sure that my fire took effect, as the crews scattered.

"After my first attack on the balloon, the observer jumped after he shot at me. The last I saw of the balloon, it was on the ground in a very flabby condition. Confirmation requested."

"Why didn't you get that observer?" Luke was asked. His reply was sterling proof of sportsmanship.

He said, "The poor devil was helpless."

On September 15, Luke and Wehner were instructed to bring down a German balloon sighted over Boigneville, and thus, we read, they did it:

They did not leave their airdrome until after the patrol was up, and then, instead of making the dual attack as ordered, they separated!

Disobedience of orders? Certainly. Rank insubordination, punishable by a general court martial! Almost any soldier who prides himself on waging war according to the military textbooks would froth at the mouth over such conduct. But consider what the breach of instructions accomplished.

Northeast of Verdun, Wehner spied a balloon, dropt on it, cindered it with 100 rounds of incendiary ammunition, and crowded his machine into immediate flight with a formation of five enemy planes on his tail. He lost them over Chambley when a formation of French Spads swung in to give battle.

Wehner, remembering a *drachen* he had seen over the Bois d'Hingry, turned in that direction. When about a mile away he saw it go down in flames, concluded correctly that Luke had shot it down, then turned south, where he had sighted another "sausage." Observing a barrage of anti-aircraft in the vicinity of the Bois d'Hingry balloon, Wehner accepted it as an indication that Luke was in difficulties there, and sped toward the shrapnel puffs.

Above Rouvrois a plane separated itself from the mist and smoke. It was Luke. With his nose down for speed, he was coming with seven Hun planes booming along behind him! Wehner got one, a Fokker, before the Germans realized he was part of the show. It fell off in a spiral, sideslipt, then spun to the ground.

Joe had bested it as part of his original attack maneuver, so it was only a matter of seconds before his guns, for once functioning perfectly, were streaming tracers into an Albatross close on Luke's tail. It turned, but soon went into a steep dive and crashed.

Wehner swung in behind Luke, and both peaked for the American lines. The Hun formation followed until it encountered Allied anti-aircraft fire, then turned back.

On the morning of September 16, we read, Luke and Wehner again patrolled the front, but, other than for the evidences of strife below them, they might have been flying over farming land at home. The account continues:

The German balloon line had become wary. Twice they sighted German balloons, and twice the bags were hastily lowered before they could approach within range.

Courtesy of *Liberty* Magazine

A LIGHTER MOMENT

Luke was not always destroying. Here we see him relaxing in play with some little French friends at Cazaux.

That afternoon Luke went to the group commander. To Major Hartney and the group operations officer, Lieutenant Romer Shawhan, he said:

"I think I can get a bunch of these Hun balloons with very little risk if you will consider a suggestion I'd like to make. As you know, I got down all right night before last and last night, and Wehner and I now know the sector like a book. As a result of our scouting to-day we know where we can put our hands on three of them."

He slapped three fingers on the major's desk.

"How would it be if we left the airdrome just in time to get these balloons at dusk, when their observers are taking a last look at our troop movements. Wehner can get one about 7:10, I'll get another about 7:20, and between us, we ought to get the third about 7:30. Just start burning flares and shooting rockets here on the drome about that time, and we'll get back all right. I'll promise you that."

Major Hartney considered the situation. Could they get back? The landing speed of a Spad was about seventy-five miles per hour—something of a risk under ideal landing conditions, a positive hazard in the dark. Nor was there sufficient time to warn friendly anti-aircraft batteries of the contemplated maneuver. Friend and foe alike would strike at them in the dark.

On the other hand, German balloon observation was one of the factors slowing up the St. Mihiel drive, which had commenced September 12.

Luke was eager.

"Please let me try it, Major!"

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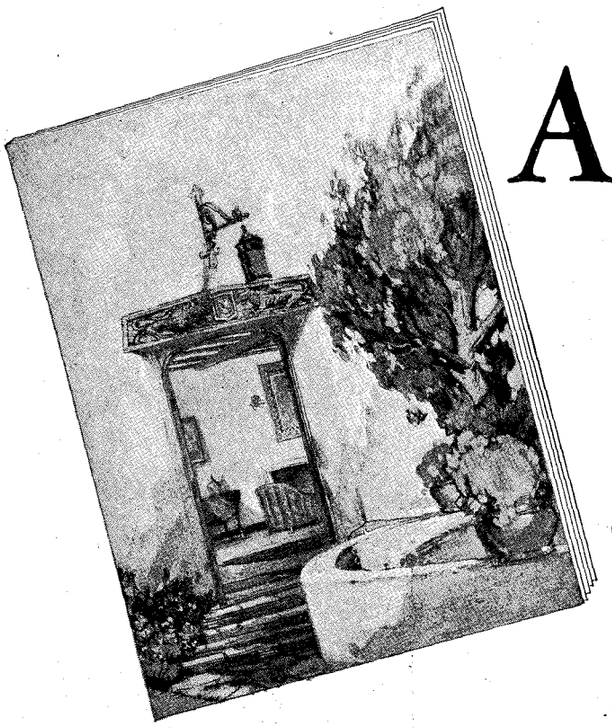

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Send for this NEW FREE BOOK

. . . *it supplies needed facts* never before printed

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Have you wondered what could be done to keep the house warmer in winter and cooler in summer — to keep dampness out — to deaden sound?

Then you will want this free book —send the coupon for *Better Walls for Better Homes*. It is packed full of information on just such subjects and tells how with *one* material you can reinforce your plaster walls and ceilings with steel, exactly as concrete is reinforced; insulate against heat and cold, thus saving on fuel bills; make rooms damp-proof, dry and healthful; deaden sound, making rooms quiet and restful.

There never has been such a book as this because there never has been another such product as it describes. STEELTEX, used in place of lath, gives all these important advantages.

STEELTEX is a strong mesh of welded steel locked to a double, waterproof backing. It is plastered over exactly as over any other base. The steel strengthens the plaster, the backing seals it. Over 200,000 successful installations.

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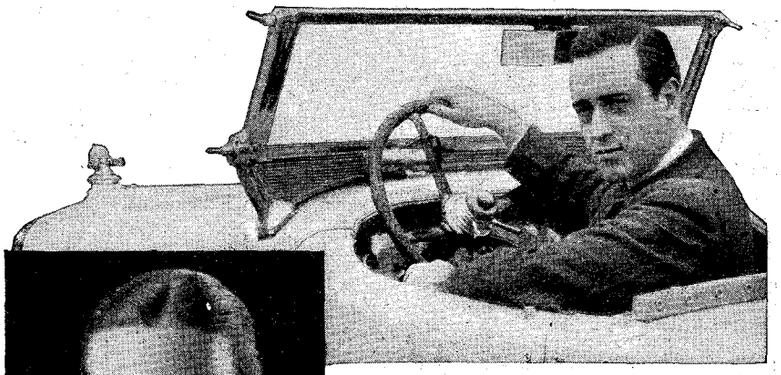


(Above) "To keep your skin healthy and firm, nothing can touch Pinaud's Lilac," says William de Rham, who is breaking sales-records for Stutz

(Left) "Pinaud's Lilac is the best bet yet to sterilize razor nicks—makes your skin clear," declares O. C. Meyer, Jr., who rates a big sales star at Stutz

These 3 Star Salesmen of STUTZ MOTOR CARS use this *skin bracer* daily

UNBELIEVABLY spruce and smart are the keen young business men who roll up sales volume for the Stutz New York Company.

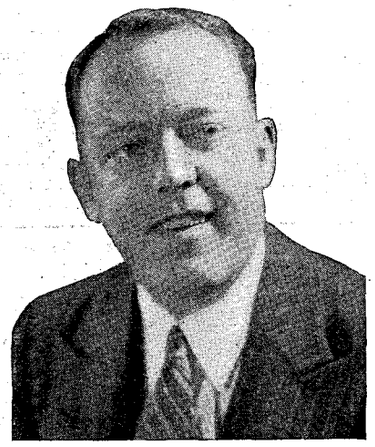
Three of them told us lately of the famous skin bracer that helps so much to keep them looking fit.

It's no wonder, they declare, that skin toned with Pinaud's is so healthy and fresh. Lilac has exactly the same invigorating effect on the muscles of the skin that exercise has on the body.

And Pinaud's Lilac is a famous antiseptic, too. It sterilizes razor scrapes and nicks—absolutely prevents after-shaving infections and blemishes.

Ask for Pinaud's Lilac at your drug or department store. Protect your skin each morning with a generous after-shaving douse. (You'll enjoy its wholesome outdoor lilac odor.) Keep looking fit and healthy by the faithful use of Pinaud's—*every day.*

FREE: ***good-sized sample bottle of this*** famous skin bracer—write today to Pinaud, Incorporated, Dept. L-2, 220 East 21st St., New York.



"For a spic and span skin just try Pinaud's Lilac. It gives a glorious after-shaving feel," says Harry Flinn who makes Stutz business hum. He, like so many others, has found the sure way to keep skin safe. No blemishes, no infections, with Lilac slapped on every day

Look for Pinaud's signature on every bottle

PINAUD'S LILAC

Copr. 1928, Pinaud, Inc. THE FAMOUS SKIN BRACER

MOTORING AND AVIATION
Continued

Hartney's eyes sought those of his operations officer. After all, their job was to obtain victories, and if a man pleaded for an opportunity to become more intimately acquainted with death, why not?

"All right," the Major said.

Out came the maps. There is something sinister about the way of strategists with a map. You can almost see their minds function. Here is a small wood—put a machine-gun company in there; that hill offers excellent defilades for artillery, and we can hold this stream with infantry.

Carefully Luke and his major went over the aerial map. They weren't placing troops, but they discust the men who might kill Frank and the men he hoped to kill in the abstract terms of the staff. "Archie" here, machine-guns there, a flight of fast Fokkers behind this hill. From headquarters Luke went to Wehner's billet.

"It's all right, Joe," he said. "Hartney's all for it. Says he'll burn flares and send up rockets so we can get in. We'll take off at 6:45. Now, when we get over Verdun . . ."

Frank and Wehner pored over a small map until notified their planes were warmed up and ready. At 6:45 o'clock to the second Luke nodded, the wheelchocks were yanked free, and they bumped down the field, waving carelessly as they banked over for direction and straightened out toward the line.

The two-man patrol that was to revolutionize balloon combat tactics was on its way!

After that came those three flashes that told that there were three German balloons less. Later an officer scuttled out to meet a gray staff car rolling down to a halt, and we read on:

"Did you see it, Colonel?" he demanded of the stocky man alighting. "Did you see it? Three of 'em! Just like that—one, two, three!"

Indeed Col. William Mitchell, Chief of Air Service for the First Army, had seen it, for the giant stove lid was slowly descending and cutting off the third red glow as he acknowledged the salutes of the grouped pilots. To-day he speaks of Luke's part in it as, "One of the most remarkable feats in the military career of a youngster that was nothing short of amazing."

He said that and more when, a few minutes after his arrival, Luke and Wehner made perfect landings on the light-streaked field. Yes, it worked all right, they told him, befittingly abashed as second lieutenants should be in the presence of a colonel.

The first balloon had given them the least trouble. The "sausage" swung low over Reville, and each gave it a long burst from both guns. It flamed up immediately and they headed for one at Romagne. Luke got that *drachen* alone, while Wehner swung off to attack another he had located at Mangiennes.

Over Romagne, Frank dove through a curtain of shrapnel to get the bag that was being rapidly lowered by the ground crews. He dropt it upon them, burning, for their pains. He rejoined Wehner only to leave him and swoop down to "strafe" a German supply train which had awaited the dusk before starting for the front areas.

He again caught up with Wehner, and

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a few minutes later the American anti-aircraft went into action against them, scoring several hits on both planes. To avoid disaster at the hands of men who, the next day, would thrill to the tale of the three balloons, they climbed for a long circle and a swooping descent onto the field.

They could have had Hartney's right eye and Mitchell's left one if they had asked for them immediately after making that report! Quickly came the promises—Hartney would give them every facility the group afforded. Mitchell would arrange for a mobile searchlight battery to minimize the dangers of night landings.

Within an hour Corps Headquarters was ponderously excited over the astounding success of what it was pleased to describe as a unique air maneuver by pilots under its command.

By noon the next day the troops had it, for news of the two-man offensive and its results traveled through the battle zone faster than a scared cook getting under a rolling kitchen.

"This guy Luke again, huh? What a baby he must be! Nine victories to his credit, eight of them observation balloons, and the entire eight bagged in five consecutive days!"

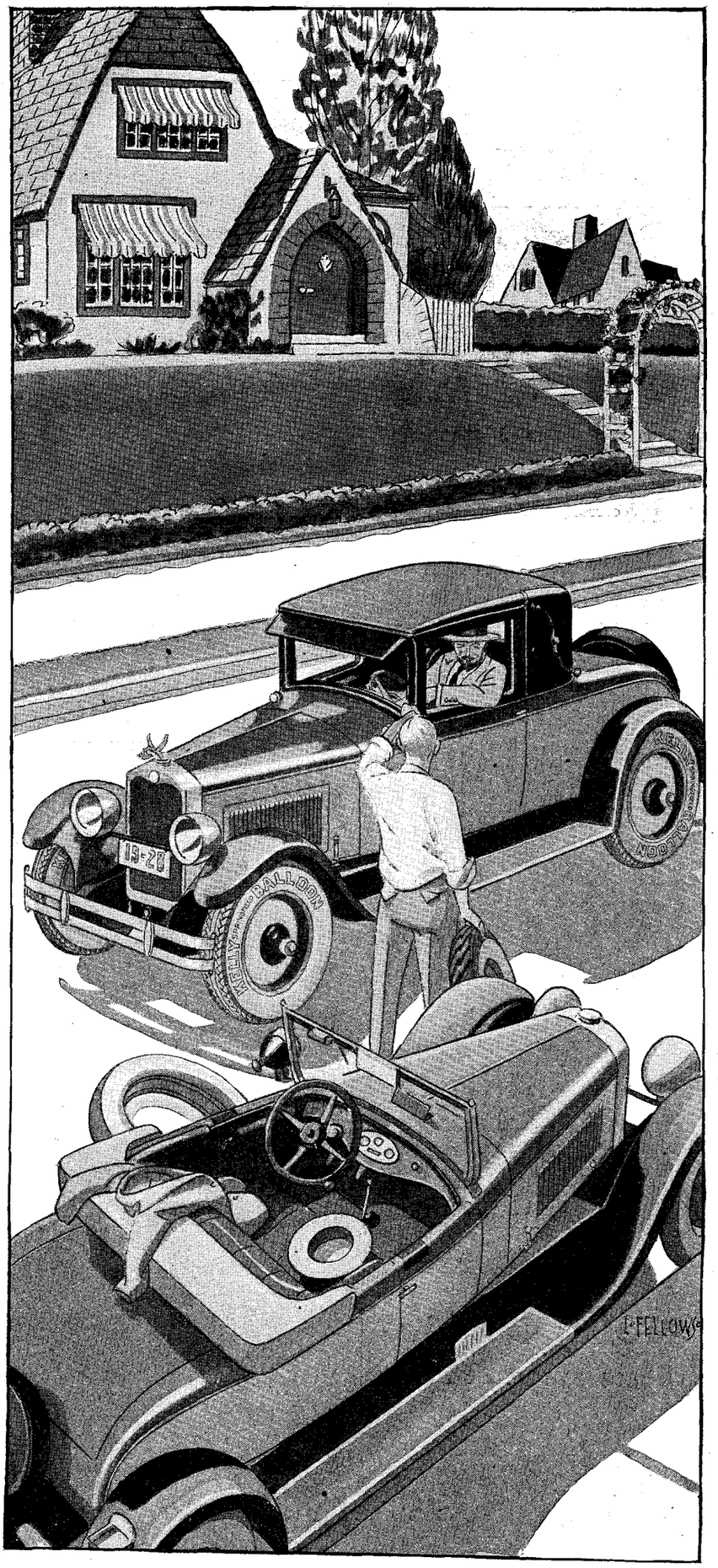
BEATING THE MOON IN A DASH AROUND THE WORLD

THE moon is no longer champion of those who travel around the earth. Two men—John Henry Mears and Capt. C. B. D. Collyer—with their Sealyham terrier, Tailwind, recently arrived at Battery Park, New York, whence they had started, having beaten Luna's record, which, the New York *Herald Tribune* reminds us, is 27 days and 8 hours. The humans, with their canine friend, had established the time of 23 days, 15 hours, 21 minutes, and 3 seconds. This is the time given by the information bureau of the New York *Times*. All newspapers have not given precisely the same figures. This feat, editorial writers seem to agree, makes Jules Verne's fabulous eighty-day schedule seem very slow indeed. In the New York *Sun* we find an account of the trip:

Mears and Collyer used two steamships, the Fairchild monoplane *City of New York*, powered with a 400-horse-power Pratt & Whitney motor; a seaplane, various automobiles, a ferryboat and their feet to set the mark. They left the Battery at 5:45 o'clock on the morning of June 29 in the seaplane, overtaking the White Star liner *Olympic*, on which they had shipped the *City of New York*, at sea. They flew in their own plane from Cherbourg to Tokio, caught the Canadian Pacific liner *Empress of Russia* to North America, and then flew to Miller Field, Staten Island. Motor cars with police escort rushed them to St. George, and a prosaic municipal ferry had the honor of providing the transportation for the last part of the unusual trip.

Mears and Collyer were loud in praise of the cooperation they had received at points all along the trip, particularly mentioning Russian officials. They also had words of praise for the designers of the plane and the builders of the motor, both of which functioned perfectly all along the way.

"We took neither a screwdriver nor a wrench along," Collyer said. "And they were never needed." A Pratt & Whitney



"Say, Doc, you don't happen to have a prescription that will keep a fellow cool this weather, do you?"

"Sure—Kelly-Springfield tires."

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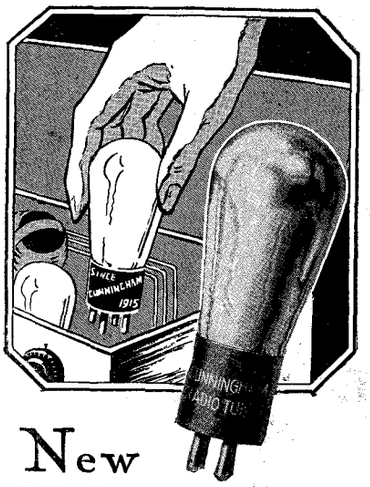

New Tubes Do It

YOU can give new life and energy to your radio by replacing all the old tubes with correct, modern Cunningham Radio Tubes.

Instead of "crippled" performance from your present set, try this simple method and see how beautifully it works. Your dealer will recommend the correct tube for each socket. Ask him.

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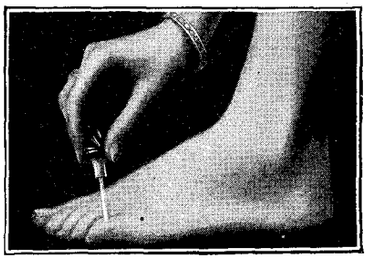

How Corns
Calluses are ended now

This new way stops pain in 3 seconds

SCIENCE has perfected new methods in ending corns and callus spots. No more paring. That is temporary; that is dangerous.

You touch the most painful corn with this amazing *liquid which acts like a local anaesthetic.* The pain stops in 3 seconds. You wear tight shoes, walk, dance, in comfort . . . instantly!

Then soon the corn begins to shrivel up and loosen. You peel it off with your fingers like dead skin. The whole corn is gone. Works on any kind of corn or callus, hard or soft; new or old. Ask your druggist for "Gets-It." Results are guaranteed.

"GETS-IT" *World's Fastest Way*

MOTORING AND AVIATION
Continued

engineer, he added, met them on their landing and listened to and looked over the motor, but said nothing needed to be done to it.

While the New York *Evening World* adds these details:

The last leg of their flight, from Minneapolis, they found one of the most difficult of the entire trip. They were forced to battle fog and low-lying clouds for the last part of the way, detouring by what aviators call the "scenic route," down the Susquehanna River to the Delaware River at Middletown, Pennsylvania, where they cut across New Jersey to Miller Field, Staten Island.

They swooped out of the mist in their Fairchild cabin monoplane, *City of New York*, in which they had made all the air ports of their journey. The trip from Miller Field to the Battery was made by automobile and ferry.

For a brief history of record-establishing trips around the globe, let us turn to this reminiscent editorial in the Philadelphia *Public Ledger:*

It took Magellan three years, from 1519 to 1522, or more than a thousand days, to make his famous voyage circumnavigating the earth. And in 1872 Jules Verne made his fictitious hero, *Phileas Fogg*, do the trick in the marvelous time of eighty days. Nellie Bly, with all the resources of travel in 1889, required 72 days, 6 hours, and 11 minutes; this record held its place for fourteen years, or until 1903, when Henry Frederick made the round trip in 54 days, 7 hours, and 2 minutes.

John Henry Mears, the holder with Captain Collyer of the new record time, held first place from 1913, when he went around the world in 35 days, 21 hours, and 36 minutes, until 1926. In the latter year Evans and Wells reduced the time to 28 days, 14 hours, 36 minutes, and 5 seconds.

The last two records represent the part played by aerial navigation in these rapid journeys, Collyer and Mears having been enabled to cut out the use of trains and motors altogether. Their plane carried them 11,190 miles and the steamship 8,535. How soon will airmen be able to depend wholly upon their wings to sail around the earth?

Much advice has been offered to the travelers, none of it more novel than this from the Minneapolis *Tribune:*

The feat of Mears and Collyer should remind us that the globe-girdler must be endowed, primarily, with an expansive sense of humor. These gentlemen undertook their spectacular journey fully cognizant of the fact that their record, if they actually established one, would be ultimately knocked into the time-honored headpiece, the cocked hat. They know now that the trip which they have just completed will not go down to immortality, but will be embalmed shortly in almanacs, to serve as evidence for future generations which seek to establish the sluggard ways of 1928. Some day Mr. Mears and Mr. Collyer, the hares of to-day's news, will find themselves the tortoises; and that, of course, is where the expansive sense of humor becomes necessary.

And as for predictions, let us consider what the Columbus *Evening Dispatch* has to say:

It appears that around-the-globe trips in fifteen days, with brief stop-overs at interesting spots, will become a possibility within the lifetime of the present generation. Such a suggestion would have been laughed to scorn a few years ago. The world is moving swiftly and one hesitates to ridicule almost any idea not hopelessly in conflict with unquestionable scientific principles. Skeptical human nature has received a number of shocks in recent years and, no doubt, is due for many more.

This log of the trip, from *The Sun*, may prove of interest:

June 29—Left the Battery by seaplane, transferred at sea to the *Olympic.*
July 5—Landed at Cherbourg, unloaded and assembled plane, flew to Paris and then to Cologne.
July 6—Flew to Berlin, from Koenigsberg, Germany.
July 7—Flew to Moscow, then Kazan, Russia.
July 8—From Kazan to Chita, Siberia.
July 9—Chita to Mukden, Manchuria.
July 10—Mukden to Pingyang, Korea.
July 11—Pingyang to Tokio; plane taken down and loaded on *Empress of Russia* and voyage begun the same night.
July 20—Landed at Vancouver, B. C., assembled plane and flew to Spokane, Washington.
July 21—Spokane to Minneapolis.
July 22—Minneapolis to Chicago, Cleveland, Susquehanna, and New York.

1928 TO BE AN AIRSHIP YEAR

AERIAL travel with all the comforts of home, far above the noises of earth, with ample facilities for sitting, sleeping, walking, reading, eating, and exercising, is on the way, we are assured by Lieutenant-Commander C. E. Rosendahl in *Science and Invention.* The writer, who is commanding officer of the dirigible *Los Angeles*, proceeds to predict that 1928 will be an airship year. The Commander adds that he has never heard of "seasickness" in an airship. "Perhaps," he admits, "airships will never provide swimming pools as huge steamers do, but when you are crossing the Atlantic in two days instead of six, you can probably dispense with your daily swim for that period." To give us a better understanding of what the rigid airship can do, Commander Rosendahl cites a number of flights to refresh our memories. Reading on, we are reminded that:

(a) Small commercial rigid airships operated in Germany both before and after the war and carried 37,000 passengers without accident or mishap. Most of this was even before the war, as the post-war commercial ships had to be delivered to the Allies after only brief German operation. The proof of this commercial venture was that the ships practically always carried capacity loads.

(b) The German *L-59*, in November, 1917, took off from her base in Bulgaria, carrying a cargo of fourteen tons of medical supplies and small arms ammunition to the besieged German East African Colonies. Just as the destination was about

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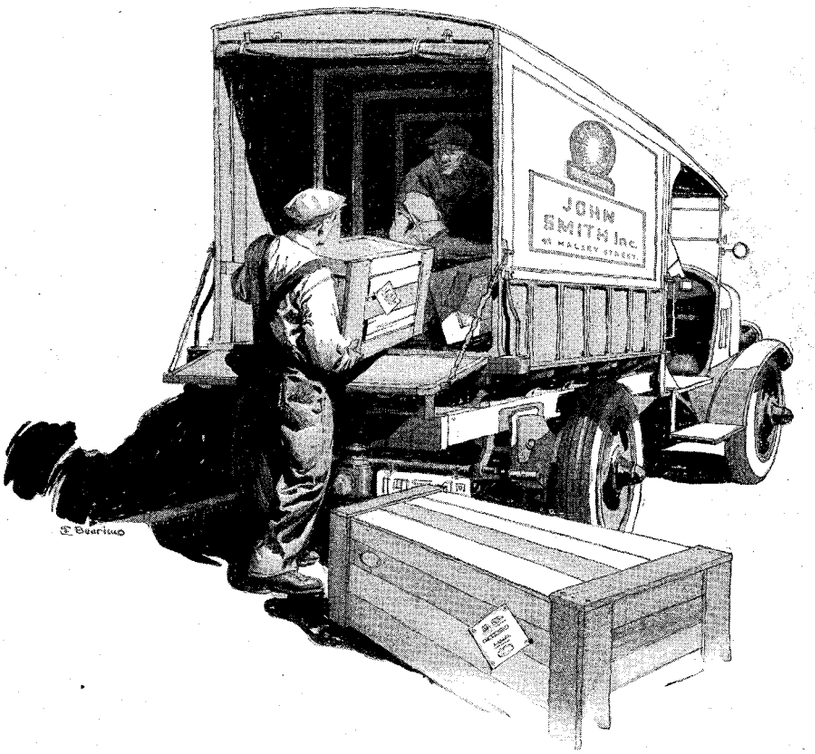
OIL HEAT—AS BENEVOLENT AS SUNSHINE



Don't wait for winter —install oil heating NOW!

IF you are planning to install oil heating *some time*, why not do it now, and enjoy its advantages this winter?

What your automobile has meant to you in convenient transportation, your oil heater will mean in convenient heating comfort. Once you have experienced its advantages, you will wonder how you ever got along with any other heating method.

If oil heating did no more than free you from the coal shovel, that alone would make it worth your while; if it did nothing but relieve you of the dust and drudgery of ashes it would pay its own way. But in addition, it gives you wholesome, uniform automatic heat; it gives you an extra room in the basement; it provides a method of refueling at the curb as simply and easily as your car is refueled; and through its sensitive, automatic control it keeps the house at an even temperature not only during zero weather, but during the trying days of spring and autumn when it is very difficult to control a furnace fire.

The oil heating dealer in your community will be glad to advise you. He will inspect your present heating plant, or your plans if you are building, and give you estimates on an efficient and economical oil heating system.

For your guidance, the Oil Heating Institute has published a series of non-technical books, written by authorities on domestic oil heating. The coupon will bring you the book you want. Mail it today—and prepare to enjoy oil heat this fall and winter.

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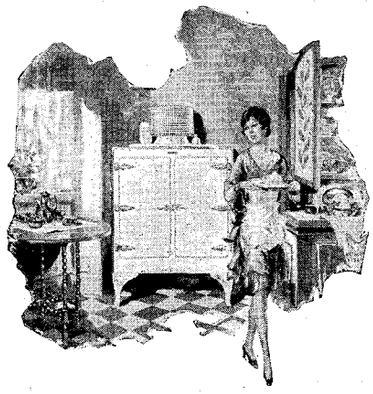
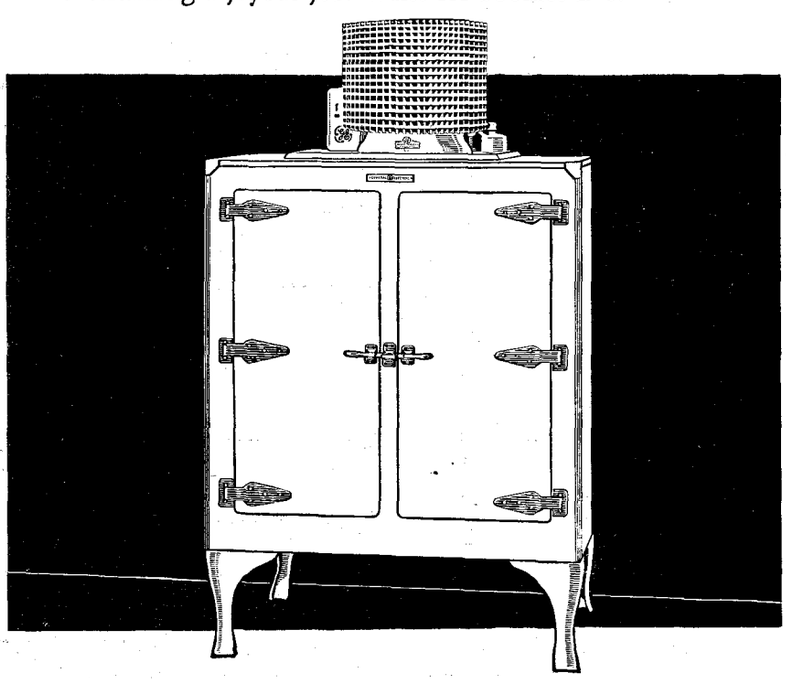


Make entertaining a simple, joyous job!

The hostess who has a General Electric Refrigerator has solved one of the most difficult problems of entertaining.

If she plans to have guests in the evening, she can prepare a simple mousse or parfait in the morning—or even the day before. She knows it will be chilled to a point of perfection that only the finest confectioner can rival. She knows, too, that her drinks will be really cold; that gleaming ice-cubes will be piled up—ready.

And for her every-day tasks she blesses her General Electric Refrigerator, which is different from all others. She is glad that it is automatic and quiet, never needs oiling. That all its machinery is safely stowed away in an air-tight casing. You, too, can enjoy this "years ahead" refrigerator and make entertaining a joyous job. Write for booklet D-8.



GENERAL ELECTRIC Refrigerator

ELECTRIC REFRIGERATION DEPARTMENT of GENERAL ELECTRIC COMPANY
HANNA BUILDING CLEVELAND, OHIO

MOTORING AND AVIATION
Continued

reached, a radio message was received by the airship stating that the German Colony had surrendered. She therefore returned to her base without landing. Altho she had been in the air for almost 100 hours, and had traveled about 4,500 miles with her fourteen-ton cargo, upon landing she still had sufficient fuel for an additional forty-eight hours' flight.

(c) The round trip of the British *R-34* between England and the United States, in July, 1919, was a noteworthy achievement, as that type and size vessel was then already obsolete.

(d) In October, 1924, our American-built *Shenandoah*, modeled after the German 1916 war type, but not completed until 1923, cruised across the continent, up the Pacific coast, and returned to Lakehurst, having covered 9,000 miles in many kinds of weather, basing entirely on mooring masts for over nineteen days.

(e) The Zeppelin *Dixmude*, while operated by the French, stayed aloft for 118 hours, or nearly five days, making the world's record for aircraft.

(f) The *Los Angeles*, then designated as the *ZR-3*, on her delivery flight from Germany, covered 5,060 miles in eighty-one hours, spanning the actual ocean expanse in sixty-one hours, her average speed being over 62 miles per hour.

Airships are not yet wholly perfected instruments, but they are capable of many improvements as they become larger, says the writer as he develops his theme:

"Bigger and better" is a correct slogan for airships up to at least four times the size of the *Los Angeles*. And what is more important, the efficiency of the airship or the amount of its useful load compared to its "dead" load increases with larger ships. With this increase it becomes possible to add structural strength, more speed and greater performance—all factors of great importance. All this is possible in the light of present principles of design and construction and with the materials now available; the future may and probably does hold new variations and strong, lighter materials which will add to increased airship efficiency. We shall even see airplanes carried on airships attachable and detachable in flight, just as a steamer carries smaller power-boats.

And these are some of the reasons I look for 1928 to be an airship year. In England, nearing completion, are two huge commercial airships of 5,000,000 cubic feet capacity—each twice as large as the *Los Angeles*, and each capable of carrying one hundred passengers in comfort for 4,000 miles. Commander Burney is in the United States to-day arranging for a probable visit of the first of these two ships to the United States this summer. The second of these ships will be finished in September. Great Britain has built these two large airships to unite her Empire more closely, and accordingly had laid out a route from England to India via Egypt; servicing stations and terminal facilities are nearly complete, and mooring masts are to be built in Canada as well. By airship from England to Canada will take two and one-half days, whereas steamers now require six days; from England to Egypt will require two and one-half days by airship as opposed to six days by steamer; from England to Singapore will require eight days by airship, whereas

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twenty-four days are required by steamer—making a sixteen-day saving possible by airship in this case.

At this very moment in Friedrichshafen, Germany, the birthplace of the *Los Angeles*, the airship *LZ-127* is being rushed to completion, and her maiden voyage across the Atlantic to the United States is expected to be made during this year. This ship, one and one-half times the size of the *Los Angeles*, built largely by popular subscriptions by the German people, embodies many novel and wonderful features of comfort and operation. This ship will probably be operated under a subsidy from the Spanish Government for a commercial run between Spain and the Argentine.

And what about new construction in the United States? At present our only large airship is the *Los Angeles*. The last Congress authorized as a part of the five-year aircraft-building program, two large naval rigid airships of six million cubic feet gas capacity—larger than even the new British ships about to be completed. Unfortunately, their construction has not yet been begun—we hope and expect it will be in the immediate future. These ships will embody many novel features of great importance.

I have no present vision of the sky being darkened by multitudes of airplanes and airships. Nor do I believe we shall ever see steamships rotting alongside their docks nor railroads falling to pieces because of competition from aircraft. Furthermore, all aircraft are still merely instruments of transportation and can not completely replace any major branch of the armed forces—they can not do the work of battle-ships and of infantry. However, I do believe that aircraft will become indispensable additional means of transportation for both commercial and military purposes. Aircraft have considerably complicated modern warfare, and will remain important auxiliaries as far as we can now see.

It may not be pleasing to our pride to see huge commercial airships flying to and from the United States under foreign flags years before American ships are in the air. Even last year the National Advisory Committee for Aeronautics was forced to report briefly that the world leadership in the design and construction of rigid airships had passed from the United States to Europe. Our great engineering and scientific resources are unexcelled in the world; our monopoly of the world's supply of the entirely safe helium gas alone gives us a world-wide advantage in airships.

It is my opinion that huge American-built airships as well as airplanes will prove to be of indispensable commercial value and an auxiliary of high naval value that will add strength and prestige to our American Navy and the American nation.

Rule of Thumb.—In Montana a railway bridge had been destroyed by fire and it was necessary to replace it. The bridge engineer and his staff were ordered in haste to the place. Two days later came the superintendent of the division.

Alighting from his private car, he encountered an old master bridge-builder.

"Bill," said the superintendent—and the words quivered with energy—"I want this job rushed. Every hour's delay costs the company money. Have you got the engineer's plans for the new bridge?"

"I don't know," said the bridge-builder, "whether the engineer has the picture drawed yet or not, but the bridge is up and the trains is passin' over it."—*Harper's Magazine.*

What IS PLAIN TALK

Who ARE the Plain Talkers?

Plain Talk is the challenger of human acts, thoughts and monuments. It is aware of the fact that nothing human is ever settled. It perceives that what was true this morning may not be true this afternoon.

Plain Talk stimulates . . . motivates. It debates, heckles, informs, advises, destroys, rebuilds, entertains. It asks and answers. It lifts the log of convention and examines the beetles, the fungus, the rot.

Plain Talk is the restless Investigator that searches out and reveals stark facts. If you are a curious person; if you like to look behind the scenes—Plain Talk will provide you with the inside information that you seek.

PLAIN TALK'S FIRST YEAR

In its first year, Plain Talk attracted the principal thinkers, writers, reactionaries of all countries. Here are a few of our contributors who are making this magazine a valuable, vital periodical:

Prof. Harry Elmer Barnes
Silas Bent
Louis Bromfield
Stuart Chase
Clarence Darrow
Dr. Leo Dretzka
Will Durant
Sen. Edw. I. Edwards
Havelock Ellis
Prof. G. Stanley Hall
Dr. H. S. Jennings
Hermann Keyserling
Stephen Leacock
Ben. B. Lindsey
Emil Ludwig
Edgar Lee Masters
Hudson Maxim
Dr. Abraham Myerson
Charles G. Morris
Arthur Schnitzler
Lawrence Stallings
HendrikWillemVanLoon

Are Women FIT for Politics

by Benito Mussolini

If, as some maintain, most women like a good "beating up" occasionally, considerable pleasure awaits those who dare to take this verbal spanking from the pen of none other than the illustrious, romantic "Duce"! Nervous American politicians who are wondering which way feminine feet are going to jump next November will **find out** from this whip-lash comment of the world's greatest politician.

We NEED Churches

by George Bernard Shaw

G. B. S., of all people on earth! "We Need Churches!" Is our witty, Irish friend spoofing us? No, he is not—but he has definite ideas as to which is the best of all churches. His convictions on what the war proved about the Church will probably start a world-wide discussion—the usual aftermath of a Shavian pronouncement.

As a WOMAN Sees Prohibition

by Alice Foote MacDougal

Do you think this famous proprietor of beautiful New York restaurants spends her spare time painting china for her shops? She does not! On at least one afternoon lately, she sat down on a bag of coffee in her Front Street office and wrote a stinging indictment of the 18th Amendment. She reveals not only the atrocious drinking conduct of society people she has met, but the vicious behavior of the alcoholic longshoremen who handle her coffee.

AND—

In addition to the above food for thought, **September Plain Talk** provides the following delectable fare:—

Roosevelt as a Politician.....**Lincoln Steffens**
Legal Blackmail.....**Harry Hibschman**
Clarence Mackay: Sphinx.....**Jack Hyatt**
Czars of the Income Tax.....**Sen. Thomas D. Schall (Minn.)**
The American Eagle's Clipped Wings..**Gen. William Mitchell**
Will Canada Revolt?.....**Charles Frederick Jamieson**
The Abuse of Liberty.....**Donald Richberg**
Can Books Ruin Girls?.....**Ernst and Seagle**
Notes on Sex Starvation.....**Clayton E. Wheeler, M.D.**
And They Call Women Tactful!.....**Marjory M. Malsbary**
W. K. Henderson of Shreveport.....**Delos Smith**
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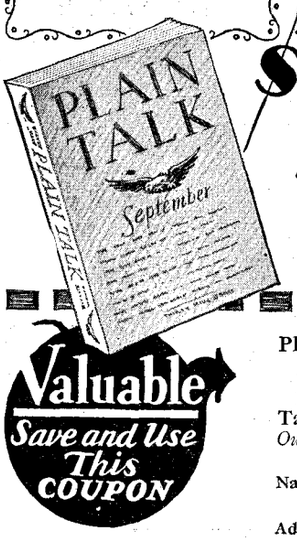

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INVESTMENTS ▾ AND ▾ FINANCE

"BOOTLEG" MONEY IN WALL STREET

WHAT the newspapers like to call "bootleg" money, altho the phrase is said to be disliked in financial circles, has precipitated an entirely new financial problem. It is, we read in *The Guaranty Survey*, published by the Guaranty Trust Company of New York, "one of the by-products of prosperity with which the country's financial leadership has not yet learned to deal." This "bootleg" money, or as the financial statements speak of it, "loans by others," is money loaned by corporations to brokers, payable on demand, with interest at the going rate for call money, and used for the purchase of securities. For months financial authorities have been worrying over the enormous increase in the total of brokers' loans. Recent analyses show that while the total has been increasing the portion made up of the bank's own funds—money on deposit—has been decreasing; but there is a very large increase in loans "for the account of others," composed chiefly of corporation surpluses lent to brokers with the banks simply acting as agents, and charging a service fee. To such a height has this practise grown that loans "by others" stood recently at around $1,800,000,000, and the New York Clearing House has stept in with severe restrictive measures, as will be noticed further along.

In the meantime the papers throughout the country have become seriously concerned. The new practise, says the Providence *Journal*, for instance, "is undesirable and ought to be changed." The Washington *Star* thinks that such transactions are "not creative" and "likely to be disturbing and dangerous." The New Orleans *Times-Picayune* talks about "these vast corporate funds running like 'jokers wild' in the pack." But one New York banking and brokerage house, Dominick and Dominick, while noting the newness of the practise and the fact that such "credit is beyond the control of the Federal Reserve authorities and is subject to no restriction whatsoever, except the judgment of the individual lender," refuses in one of its bulletins to manifest any great alarm:

> Since the loans are available on demand, they are, of course, very easily liquidated and comparatively safe; and a natural corrective for this extension of credit is found in the seasonal changes in business. As agriculture and industry require more funds for the autumn activities, for example, these corporations will have to call these loans and use the money for other purposes. From now on, a gradual liquidation of these loans may be anticipated.
>
> The ease of this liquidation is in itself an indication that industry and agriculture will not fail to find an adequate supply of credit for the coming months.

And the head of one of the corporations which have been putting out this money has been quoted in the New York *Times* as saying in substance:

> This is still a free country. We have a right to employ our money as we see fit. If we see a chance to get 6, 7 or 8 per cent. for our liquid funds through loans on stock market collateral, why shouldn't we take it? I see no reason why we should turn down any available profit.

But the practise is costing the banks millions a year, we read in an article in *The American Banker*. Assuming an average call-loan interest rate of 5 per cent. and a total of $1,800,000,000 of call loans "by others," this authority estimates that banks have lost to the non-banking lenders an income of around $90,000,000 a year. And besides the dollars and cents angle, we are told that—

> Had it not been for the discovery of wealthy bank customers that the call money market offered them a golden opportunity for earning a larger sum of money on their surpluses, the volume of call loans in New York to-day would be in lesser volume than now recorded. The banks would never have thrown such an amount into the speculative market. It is idle to say just what the outstanding situation would have been at present, had the banks remained in control of the call market.

In the opinion of many bankers it was a bad day for banks when outsiders took control of the call money market away from them. The owners of the funds that have reached such an amazing total may be enjoying a temporary excess profit, but in the long run it is doubtful whether they would not have been better off to have remained contented with the bank interest rate and permitted the banks to look after the call loans.

The action which has been taken by the New York Clearing House in the interest of the banks and, we are told, with the approval of the Federal Reserve Board, is spoken of by a financial writer in the New York *World* as constituting "one of the most important financial developments in many years, bearing upon the entire field of credit in forecasting a showdown as to the ultimate control power of the Reserve system." This writer, Mr. Laurence Stern, proceeds to sum up the entire situation as it appeared one day earlier this month:

> The total of brokers' loans made by New York member banks for their own account has shown a slight decrease in the last year and now stands at $928,466,000. Such loans arranged for the account of out-of-town banks have increased moderately and now amount to $1,498,299,000.
>
> But loans made "for account of others" have increased almost one billion dollars, amounting now to $1,832,631,000, as compared with $872,771,000 a year ago.

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This figure represents the surplus funds of wealthy individuals and of corporations, chiefly the latter, which the owners have placed in the call-loan market through their banks. The speculative public rents it for use in buying securities, and pays in the neighborhood of $100,000,000 a year for the privilege.

The source of this credit is the same, whether banks loan it for their own account or for the account of clients. It is money owned by corporations and individuals.

But there is a vast difference in its control and in the division of the interest return earned by it. If the XYZ Company deposits $1,000,000 and agrees to leave it undisturbed for a month or more, most banks in the past have paid 2½ per cent. to the company for its use. The bank then has loaned it to the call market, if no profitable commercial opportunity offered itself, at 5 per cent., 6 per cent., or whatever rate could be had. It was entirely within the bank's discretion whether the sum remain in a call loan or whether it be diverted to such expanding commercial credit needs as arose.

Thanks to several years of prosperity and low interest rates, however, scores of successful companies for the first time in history have become lenders rather than borrowers. They see no reason to accept a 2½ per cent. return from a bank deposit, when, for a modest service charge, they can order the bank to loan their money direct on call at a higher rate. The rate, which is governed entirely by sharply fluctuating supply and demand, was 7 per cent. yesterday.

There is a spread here which, on the total of $1,800,000,000 of such loans now outstanding, amounts to the neat sum of some $60,000,000 or $70,000,000 annually. Formerly the banks earned this profit.

The primary purpose of the Federal Reserve System is to control credit for the greatest benefit of trade, industry, and agriculture. The present policy indicates unquestionably that the Reserve authorities believe it is necessary to draw credit from the call-loan market in order to insure an adequate supply for the normal autumn expansion in commerce.

But it is a question whether the owners of almost one-half of the money employed in call loans will pay any attention to the desires of the Reserve Board. Thus far they have not, altho many believe that growing commercial needs may work a natural control, since corporations with surplus money out on call will withdraw it for their own expansion.

The action taken by the banks is a new approach, designed to make it more profitable for large owners of surplus money to leave it on deposit—and therefore under bank control—and less profitable to lend it on call. The program calls for payment of larger interest by the banks and collection of an increased service charge for handling the call loans of clients, thus narrowing the existing spread.

While conceding that they are motivated chiefly by self-interest, the bankers contend there is serious danger in permitting $1,800,000,000 to be loaned without responsible control. Sudden calling of demand loans makes for violent fluctuations in security prices. With the banks in control, it is argued, this danger is minimized. Corporate lenders, on the other hand, in many cases feel no such responsibility, making or calling loans entirely with regard to their own needs or profits.

Any sudden withdrawal of a major part of this vast credit would work havoc with

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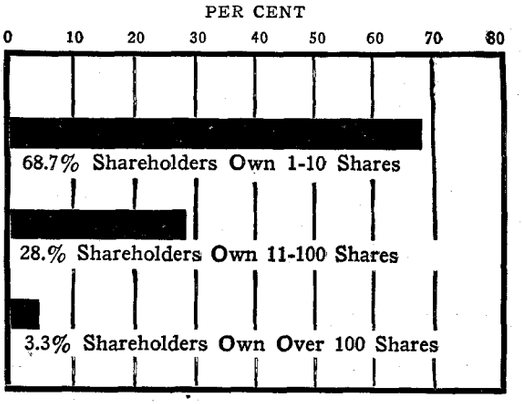
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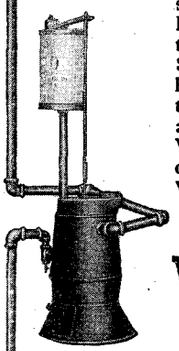

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INVESTMENTS AND FINANCE
Continued

the stock market, possibly bringing temporary increases in the call-money rate to 25 per cent. or more. Rather moderate withdrawals around July 1 carried call money to 10 per cent., and again to 8 per cent. a few days ago.

The test of the next few weeks will show whether the new measures are effective. In this regard there is a wide diversity of opinion among the bankers themselves. Not a few men of prominence asserted privately yesterday their belief that virtually no effect will be felt. As long as corporations can lend money profitably on call, they said, they will continue to do so.

It is even argued that success of the plan would tend ultimately to defeat itself, since corporations will find means of lending direct or through other agencies when they can no longer do so with profit through the banks. Some companies now lend directly to brokers, supervising their own loans in every particular.

In addition to increasing the rate of interest on deposits and making a larger charge for handling loans to brokers, the Clearing House also fixt a minimum of $100,000 in the amounts to be loaned and stipulated that loans will be made only in multiples of $100,000. The financial editor of the New York *Times* sees plenty of evidence "that moral suasion in the case of corporations now loaning money in the call market will be more effective than set rules and regulations." The New York *Herald Tribune* doubts whether the increase in the handling charge will "induce any great readjustment in the placing of surplus funds; with call money lending at anywhere from 6 to 8 per cent. the differential is still heavily in favor of the latter." Several financial writers, including the editors of *The Wall Street Journal* and New York *Journal of Commerce*, think that these restrictive measures should have been adopted long ago. In the words of *The Wall Street Journal*, "it looks like shutting the stable door after the horse has gone, for the Clearing House banks to act at this stage."

But the interesting feature of this situation to the Boston *Post*, as to many other papers, "is that corporations have so many millions to lend." Here, remarks the New York *American*, "is an index of the corporate prosperity which has inundated the country since the war." The situation, agrees the Boston *News Bureau*, "reflects a wholly new corporate status in America":

Until recently the corporations did not possess such handsome surpluses—the products of bigger business, better management, better bookkeeping, light inventories, etc., all these latter being in part the heritages from the lessons of 1920–21. Corporations that used to be borrowers became potential lenders.

That change is summarized in figures currently totaled by Stone & Webster, and Blodget, showing that 106 companies which reported cash and marketable

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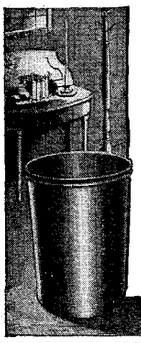

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security holdings of $707,000,000 at the end of 1921 had increased that total to $1,718,000,000 at end of 1927. Meanwhile, conversely, their notes payable shrank from $586,000,000 to $148,000,000. Small wonder they could lend profusely—under the inducement of high rates!

Beside the new ability, there was the new knowledge or acquaintance. Numerous instances have recently been reported of corporate finance officers inquiring about and learning the technique of making such Street loans from the surplus funds in their charge.

In such fashion—in a manner and to an extent that perhaps may prove transitory, beside seeming novel if not abnormal—have the erstwhile customers become in part competitors.

"What has caused this use of so much of the surplus capital of the nation in speculation rather than in production of goods and employment of labor?" asks *The New Republic*, which attempts an answer in this wise:

The chief activating cause has been, of course, the wide-spread belief that stock values would continue to rise almost indefinitely to unprecedented heights. This has created the demand for the brokers' loans, and has made lending money on call unusually profitable. Big operators for the rise have, as always, done their utmost to foster this impression. But their efforts have been ably reenforced by the constant statements from Mr. Coolidge, Mr. Mellon, and Mr. Hoover, lauding the great prosperity of the United States, and predicting its uninterrupted increase. They have been accompanied by similar statements from large business executives like Mr. Schwab and—it must be added—Mr. Raskob of Al Smith's *entourage*.

While stimulating the demand for loans in this way, the Administration also helped to supply the demand by rapid retirement of the public debt, which released capital to the money market in great quantities. The policy of retiring the debt rapidly is highly praiseworthy from the point of view of governmental finance, but in the temporary situation of the money market it might have been pursued with more moderation.

And there remains the still more basic question why large corporations had so much idle money which they could not employ so profitably in production as in lending to speculators. Have profit margins of leading corporations been too large in the recent past? May it not be that a number of our semimonopolistic industries, having made great economies in production cost, have not passed on these economies to workers and consumers sufficiently so that they could sell all they could make? May not this situation have caused idle capital at one end of the scale and idle labor at the other?

Woful Want.—

In Pamela's wardrobe a moth once appeared;
Exceedingly hungry was he;
He downed some sheer stockings and speedily cleared
A bundle of choice lingerie;
Ate four evening dresses and then passed away
With a sigh of profound resignation.
An inquest was held on the following day
And the verdict was: "Death from starvation."—*Montreal Star*.

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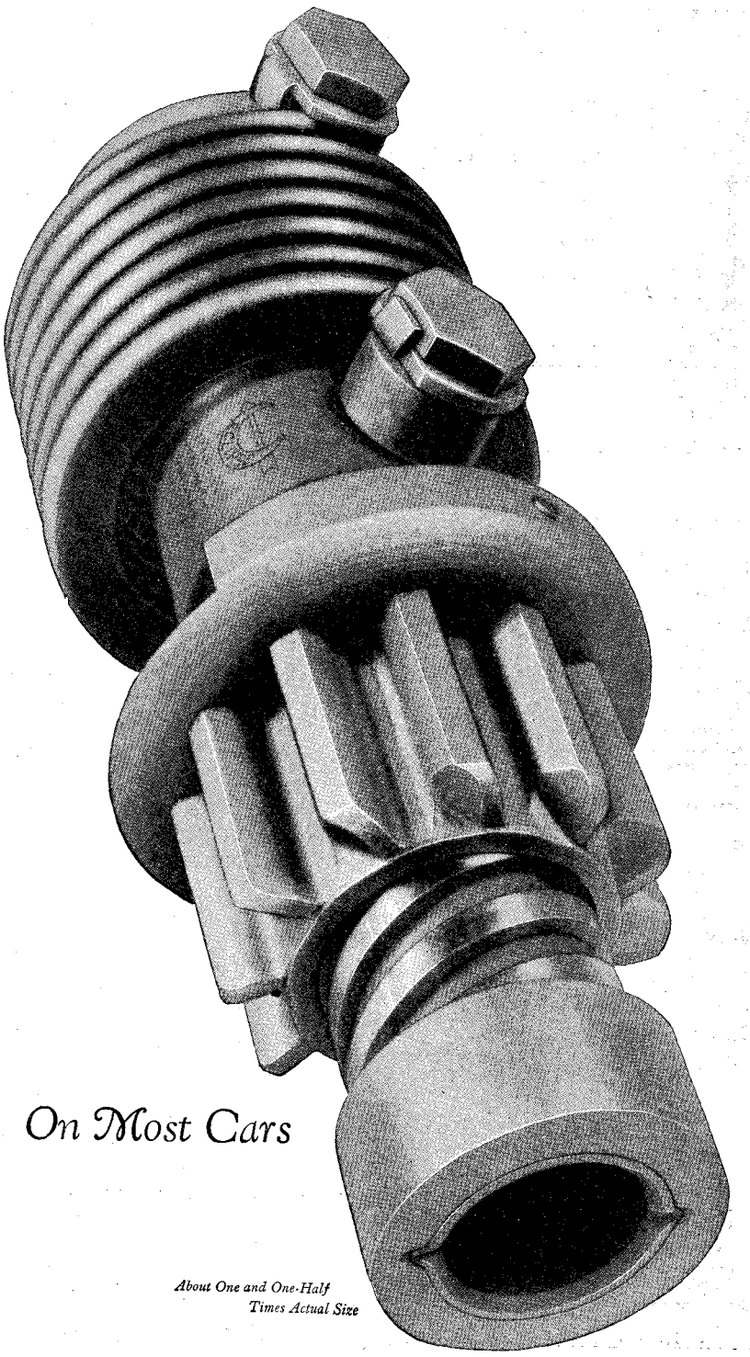

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After November, What?

THE close of the most exciting campaign in our recent experience will find the public more than ever keyed up and attentive to the panorama of events. With the counting of the ballots will begin a period of keen conjecture and animated discussion as to the effects of the election.

Then, one month after election, Congress will convene. President Coolidge will deliver his last message and will call for legislative action upon it. After the Christmas holidays, Congress will return to Washington for the "short session" which is held not by the newly elected Congress, but by the old one. The "lame ducks", as the defeated members are called, will continue to sit and make laws.

The Coming Ides of March

On the fourth of March, 1929, whether Hoover or Smith is elected President, there will be a distinct rise of public interest in government affairs.

The inaugural address will be of tremendous importance. The new President's Cabinet will be brought together. There may be new appointments to diplomatic posts, to the many bureaus, to hundreds of administrative positions, perhaps to the Supreme Court.

Congress will not be in Washington, unless called in special session. Most of the work at the White House, however, goes on quite independently of the Senate and House.

Agitation will begin for many new departures. Prohibition enforcement will be a lively subject for debate. New projects for disarmament are likely to be brought forward. Mississippi flood control will be in controversy. Tax revision and possibly tariff revision will be in the air.

To make clear what is being done or planned the citizen will need a prompt, thorough and unbiased source of information.

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CURRENT EVENTS

FOREIGN

August 1.—Capt. Frank T. Courtney, in a Dornier-Wal flying boat, takes off from Horta, Azores, on an attempted flight to Newfoundland.

Capt. Ramon Franco, Spanish aviator, takes off in a seaplane from Cadiz, Spain, for the Azores, and is forced down off the coast of Portugal by motor trouble.

A plea for confidence in Mexico is made by Ambassador Dwight W. Morrow in an address before the American Chamber of Commerce in Mexico City.

August 2.—Capt. Frank T. Courtney and his three companions are forced down in the Atlantic 750 miles northwest of the Azores and rescued by the liner *Minnewaska*.

Maj. Louis Idzikowsky and Casimir Kubala, Polish aviators, take off from Le Bourget Field, Paris, on an attempted non-stop flight to New York via the Azores.

August 5.—Majors Idzikowsky and Kubala, the Polish flyers, are rescued by the S. S. *Samos* of the German Levant Line, 100 miles off Cape Finisterre, Spain, where they had been forced down, after circling about thirty-six hours and exhausting their fuel.

Georges Chicherin, Soviet Commissar for Foreign Affairs, is reported to have said that Soviet Russia is willing to accept an invitation to sign the Kellogg peace pact to outlaw war.

August 6.—The Italian submarine *F-14*, with thirty-one men aboard, is sunk in the Adriatic by a collision with the destroyer, *Giuseppe Missori*.

August 7.—The Italian submarine *F-14*, with its crew of thirty-one dead from poisonous gases, is raised after thirty-four hours' work.

DOMESTIC

August 1.—Dr. John J. Tigert resigns as Commissioner of the Bureau of Education to become President of the University of Florida.

August 3.—Chief executives of the twenty-two standard railroad labor organizations, meeting in Washington, decide that organized labor, as a body, will not endorse any presidential candidate, leaving, however, to the organizations themselves whatever action they may wish to take individually.

August 6.—Budget estimates for the fiscal year beginning July 1, 1929, are $208,000 below the $3,700,000,000 set by President Coolidge as the safety limit, Budget Director H. M. Lord announces, following conference with President Coolidge.

Ten people are killed and more than 200 injured in a double derailment of two Illinois Central trains near Mounds, Illinois.

August 7.—The American Federation of Labor's Executive Council reiterates its nonpartizan political policy, and Daniel J. Tobin, President of the International Brotherhood of Teamsters, who sought a declaration favoring the candidacy of Governor Smith, presents his resignation as Treasurer of the Federation. His resignation was tabled.

Sparkling teeth hold charm that others note and marvel at—for still many do not know how great a change Pepsodent can work.

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FILM—What it leads to

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Film is the basis of tartar. It invites the acids of decay. Germs by the millions breed in it. And germs, with tartar, are an established cause of pyorrhea.

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Embodying, as it does, the most recent approved dental findings, Pepsodent acts to curdle and loosen film and then in gentle safety to the delicate enamel to remove it. This is the outstanding forward step in years of dental history.

Embodies other properties

Pepsodent acts to intensify the alkalinity of saliva and thus to neutralize the acids of decay caused by fermenting starch in food.

Pepsodent also aids to firm and harden gums to a healthy pink condition. Thus, in all protective measures, Pepsodent marks the utmost science knows in a modern dentifrice.

Ten days will show you

If teeth are dull, "off color," that is film. If you are prone to tooth and gum disorders, that may be film also. Remove this film and see teeth whiten.

Between your dentist, and Pepsodent used twice a day, you obtain the ultimate in tooth and gum care as modern dental science knows it.

Get a large tube at your druggist's. Or write to nearest address below for a 10-day free tube.

The Pepsodent Co., 1104 S. Wabash Ave., Chicago, Ill., U. S. A.; 191 George St., *Toronto* 2, Ont., Can.; 42 Southwark Bridge Rd., *London*, S. E. 1, Eng.; (Australia), Ltd., 72 Wentworth Ave., *Sydney*, N. S. W.

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The Quality Dentifrice—Removes Film from Teeth

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THE · SPICE · OF · LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Use a Bathtub.—Never break your bread or roll in your soup.—*Etiquette hint in an English paper.*

Give 'Em a Chance.—FRED—"Are you fond of indoor sports?"

FREDA—"Yes, if they don't stay too late!"—*John Blunt (London).*

Well Born.—Donn Byrne, widely known Irish writer and novelist, was born in United States, Ireland, Germany, and France. — *Eau Claire (Wis.) paper.*

Protective Barrage.—Harry Wilcox of this city left to-day for a short business trip to Chicago. The Baptist Church of which he is a member will hold prayer services to-night. — *Minneapolis Star.*

Audible Lapping. — FIRST LITTLE GIRL — "What's etiquette, Lily?"

SECOND DITTO—"Oh, that's the noise you mustn't swallow your tea with when there's company." — *Boston Transcript.*

Impolite to Inquire.—I can not find neither Neri Mullins nor Eligah Mullens. My information is they live in Letcher County except Eligah, who I understand is dead, can't tell where he is.—*Official report of a Kentucky deputy sheriff.*

Potted Tongue.— The collection of motes and beams in both organizations is so large that the pot could not possibly call the kettle black without a tongue in its cheek.—*Editorial in the New Haven Journal-Courier, quoted impartially by* THE DIGEST *and spiked promptly by a number of delighted scouts.*

Amphibian Ferry-boat.—The Governor, with the official party, left the foot of Christopher Street, on the ferry-boat *Ithaca*, for Hoboken, where the New Jersey delegation was taken aboard. Luncheon was served as the vessel proceeded to Port Richmond, Staten Island, over the two bridges.—*New York Daily News.*

Weasel Words.—The farmer sat up in bed with a start. He had heard a noise in the poultry house. Pulling on an old coat and arming himself with a revolver, he made his way to the scene of the trouble.

Who's there?" he called.

There was no answer.

"Who's there?" he cried again.

No answer.

"Right!" said the farmer. "I'll give you one more chance! Who's there—before I shoot?"

Then came a shaky voice: "Nobody—only just us 'ens!"—*Pearson's Weekly.*

Hollywood Trimmings. — "I couldn't even think of marriage unless you can offer me the same sort of life as I have been accustomed to see in the films."—*Sondagsnisse Strix (Stockholm).*

Make it 100 Per Cent.—WIFE (in a telegram from a spa)—"In four weeks I have reduced my weight by half. How long shall I stay?"

HUSBAND (wiring back)—"Another four weeks."—*Cleveland Press.*

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Ain't that bloomin' luck, Hester! To think I just spent two solid hours sprinklin' that lawn myself ! !

—*Life.*

When Evolution Lags.—WIFE—"Fancy, Robert, in a few years we shall be able to fly to London in half an hour."

HUSBAND—"But you will still need two hours to get ready."—*Weekly Scotsman.*

Tale of a Tub.—

COOLIDGE GOES
A-FISHING IN
10-GALLON HAT

—*Denver Post.*

Wide Discretion.—"Well, now, what time do I have to git to work mornings?" asked the new hired man.

"Any time you like," responded Farmer Fumblegate. "So's it ain't later than half-past four."—*Kansas City Star.*

Jolly Occasion.—

SAMPLES—BEVERAGE

Montrey, Va., June 22—Lloyd Samples and Miss Margie Beverage were married Tuesday evening at the Mill Gap parsonage, Rev. R. M. Clutter, of the Methodist Episcopal Church, officiating. Mr. Samples is a farmer of Strait Creek, son of the late Samuel P. Samples, and the bride is a daughter of Mr. and Mrs. Boyd Beverage, of the same neighborhood.—*Richmond Times-Dispatch.*

Call An Interpreter.—Invocation by the Rev. W. Alonzo xx½xxxxxxxxpx ½?11vza G. U?qpm.—*California paper.*

Are You Superstitious?—LITTLE GIRL (to mother)—"Ma, I'm afraid baby will have seven years of hard luck. He's swallowed a piece of mirror."—*Life.*

Quick Casualty.—DAUGHTER—"Did you have many love affairs, daddy?"

SOLDIER FATHER—"No, child, I fell in the first engagement."—*Everybody's Weekly.*

Crazy About 'Em.—Berries are gown in hothouses all over the rountry in the winter-time. So one would naturally suppose that the market for this delirious fruit would be gone. —*Salt Lake Tribune.*

Reproach to Manhood.—ENID—"How do you mean you made a faux pas last night?"

MABEL—"Well, I told Jack I'd never been kissed before, and it appears I was engaged to him last summer."—*Havana Post.*

No Words to Waste.—Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give that one of yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."—*Pointer.*

Fate's Favoritism.—LADY—"Why are you crying?"

BOY—"My aunt has fallen down the stairs."

LADY—"But she will soon get better."

BOY—"I know, but my little sister saw her fall and I didn't."—*Lustige Koelner Zeitung (Cologne).*

Too Many Holes.—MRS. NEWWED (at dinner-table)—"I was going to have some sponge cake as a surprize for you, dear, but I confess it was a failure."

MR. NEWWED—"What was the matter?"

MRS. NEWWED—"I don't know for sure, but I think the store sent me the wrong kind of sponges."—*Western Christian Advocate.*

Offsetting the Jinx.—Visitors were present.

"Daddy, may I have a dime?" asked little Georgie.

Dad obliged, with a smile.

"This time you won't make me give it back after the company's gone, will you, Daddy?" was little Georgie's loud remark. —*American Legion Monthly.*

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